The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 448.—Vol. XIV.] LONDON: SATURDAY, MARCH 23, 1844. [Price 6d.

PROCEEDINGS OF PUBLIC COMPANIES.

CARN BREA MINES.

The annual general meeting of adventurers was held [illegible], New Broad-street, on Thursday, [illegible].

George William Harrison, Esq., in the chair.

The meeting was well attended, and the proceedings excited more than ordinary interest. The following will be found to comprehend the principal points adverted to in the report, which sets out by stating that the accounts have been made up for the two years ending 31st December last, showing the receipts and expenditure over that space of time, whereby it appears that there is a balance or net profit of 21,335*l.* 18s. 9*d.*; ascribing as a reason, for the accounts having been taken over that period, that they had not been previously printed. This profit would have been increased to the extent of full 5000*l.*, had not an outlay been made in the erection of engine, and carrying on the workings in the Druid sett, "from which very large returns are expected." The mine, moreover, presents highly favourable prospects from the near approach to the Barncoose north lode, which is expected shortly to be cut, this lode running east and west through the length of the sett, and which is now yielding large and profitable returns to the Tincroft adventurers. The committee referred more particularly to the report of Capt. Joseph Lyle, which had been received. Since the preceding meeting, several of the committee had visited the mine, and had expressed themselves highly satisfied with the mode of working, and the prospects it presented. The committee expressed their intention of convening an early meeting of the adventurers, with the view of revising the rules and regulations of the company. The report further added, that the two retiring members of the committee were Messrs. William and Charles Chippendale, who were eligible for re-election, and that there were three candidates to fill the offices of the retiring members—viz., Messrs. F. Mowatt, F. Ricketts, and A. F. Harrison.

The accounts for the two years gave the amount of ores raised:—

Years.	Copper.	Tin.	Total.
1842	£[illegible] 3 4	£7[illegible] 0 1	£[illegible] 3 7
1843	47,[illegible] 8 0	[illegible] 0 0	[illegible] 8 6

amounting together to 113,453*l.* 6s. 3*d.*, which differs slightly from the amounts received from the mine, but which arises from other charges and accounts, distinct from the London management. The following are the results, as we find on reference to the mine accounts:—

Years.	Copper and tin ores.	Costs, including dues.	Profit.
1842	£[illegible] 1 7	£[illegible] 7 6	£ 9,7[illegible] 14 [illegible]
1843	56,[illegible] 5 6	44,[illegible] 10 10	11,[illegible] 14 8
	£[illegible] 7 1	£[illegible] 18 3	£21,[illegible] 8 11

Before entering upon the proceedings at the meeting, it may be well here to give an abstract of the accounts received from the mine, and which have been placed in our hands. It appears that, previous to the sale of ores, 10,000*l.* was applied as capital for working the mines, which, with the ores sold, and costs for the relative periods, may be thus taken:—

Years.		Cost, including dues.		Profit.
[illegible]	capital	£10,000 0 0	£[illegible]	£[illegible]
	ores sold	[illegible]	[illegible]	
[illegible]	do.	[illegible]	[illegible]	[illegible]
[illegible]	do.	[illegible]	[illegible]	[illegible]
[illegible]	do.	[illegible]	[illegible]	[illegible]
[illegible]	do.	[illegible]	[illegible]	[illegible]
[illegible]	do.	[illegible]	[illegible]	[illegible]
[illegible]	do.	[illegible]	[illegible]	[illegible]
1841	do.	[illegible]	[illegible]	[illegible]
1842	do.	[illegible]	[illegible]	9,7[illegible] 14 [illegible]
1843	do.	[illegible]	[illegible]	11,[illegible] 14 8
			Total profit	£[illegible] 10 [illegible]

The following account of the operations of the mine during the past year will be read with interest by those who are adventurers; at the same time that it affords information to those who feel an interest in mining adventures. It appears that during the past year the ground driven on course of the lodes was 1530 fathoms; the depth of shafts and winzes sunk, 380 fathoms; and the extent of cross-cuts driven, 129 fathoms—making a total of 2047 fathoms. The copper ore raised during that period was 49,196*l.* 16s. 9*d.*; tin ores, 7644*l.* 8s. 9*d.*—total, 56,841*l.* 5s. 6*d.* The working expenses during the like period was 43,031*l.* 3s. 8*d.*, which, with dues 1010*l.* 6s. 2*d.*, amounted to 44,041*l.* 10s. 10*d.*—thus leaving a clear profit upon the working of the last twelve months ending Dec., 1843, of 11,899*l.* 14s. 8*d.*; to this may be added the value to be attached to steam-engine, pitwork, &c., at Druid Mine, which, if taken at 5000*l.*, would make the surplus, or profit, 16,499*l.* 14s. 8*d.* We have before us an estimate of the value of ores discovered for the past twelve months, ending in February, which is assumed to be 63,390*l.*; while, during that period, the ores raised and sold amounted to 56,841*l.*—thus leaving, upon this estimate, a difference of 6553*l.* The aggregate of labour for tutwork during the year was 4562 men, averaging 373 per month, whose wages amounted to 3*l.* 14s. 9*d.* each man per month—making a total of 12,337*l.* 13s. 3*d.* The aggregate of tributers for the twelve months was 3629, or 302 men on the average monthly; whose earnings amounted to 3*l.* 2s. 5*d.* each man per month—or a total of 11,336*l.* 7s. 9*d.*—From the report of Captain Joseph Lyle, to which reference is made in that of the committee, it appears that there are fifty-eight points of working in the mine, the returns or prospects from which are therein rendered.

The report and accounts having been read, a lengthened discussion ensued as to the parties who should, in accordance with the rules, retire from the committee, in the course of which Mr. Squance (the solicitor of the company, and representing the interest of a considerable body of the shareholders), Mr. Saunders, Mr. Vigors, Messrs. Chippendale, the Chairman, and others, took an active part—the question arising as to whether Messrs. Chippendale legally vacated their office by rotation—and in the course of which discussion the nature of the several "rules and regulations" came under notice, a difference of opinion prevailing among the adventurers assembled.—The question having assumed somewhat of a personal nature, Mr. Wm. Chippendale rose for the purpose of addressing the meeting, and to state how far he was interested in the question at issue, and also the part he had taken in the management of the affairs of the company. He stated that, early in the year 1843, he was with others appointed on a committee of investigation into the affairs of the company; that they had, in the course of the inquiry, met no less than forty-eight times, and the result was, from the inspection of the accounts, that the sum of nearly 19,000*l.* was owing by the mine. This amount, however, was, in a great measure, cancelled by shares being disposed of, and other arrangements made. [illegible]

[illegible]

there was paid the other day (January, 1844), and it was now said that 7000*l.* was in hand, but which he denied, there not being more than 5000*l.* in assets, although there might be claims on parties for the residue; there was, undoubtedly, a want of unanimity at the board of management in London. He must, however, express his opinion that the underground management of the mine could not be more perfect or economical—but at the surface, it was decidedly bad and extravagant; there were three clerks, purser, and other agents—while the management in London, amounting from 500*l.* to 600*l.* a-year, he considered ought to be cut down. He was most willing to retire from acting as a member of the committee, but felt it his duty thus to express his opinions to the proprietors, feeling assured that if new blood was not infused into the management in Cornwall, the adventurers would repent not having taken a decided course.

The Chairman wished to know to what deficiency Mr. Chippendale had referred, with reference to the returns of ores and dividends paid, the accounts being upon the table, to which reference might be readily made, as the statements made by that gentleman were calculated to convey a misrepresentation—on which Mr. Chippendale observed, that he referred to the surplus of profit made since August, 1842, and the dividends paid of 7*l.* per share, still contending that 5*l.* of such amount did not come from the funds of the company.—Mr. Squance (the solicitor of the company) referred at once to the report and accounts then lying on the table, as to whether the representations made by Mr. Chippendale were based on fact, or otherwise—whether the dividend paid was from profits on the mines, or not—because, the division of profit when no surplus had arisen, if such were the case, must reflect on those to whom the management was intrusted; and he believed, on reference to the accounts themselves, he (Mr. Chippendale) would be found to have fallen into error.

Mr. L. Vigors, as one of the committee, considered it a duty imposed on him to make some remarks on the attack of Mr. Chippendale, whose object, he contended, was, to reduce the value of the mine in the estimation of the shareholders, so that the shares might be got for nothing—although he did not wish to be considered as applying such observation to that gentleman, as to the object he might have in view. In December last, he (Mr. V.) went into Cornwall, and, with the assent of the committee, employed Capt. Trewock to report upon the mine. He was perfectly aware that Mr. Michael Williams and Mr. Joseph Lyle were opposed to each other; but his object was, to obtain a report on which dependence might be placed, without regard to parties or contending interests. It was said, that Capt. Trewock's report dealt in possibilities, and did not apply to facts. Now, he had no hesitation, and that upon the authority of Capt. Trewock, of saying, that Captain Stephen Lean's report, referred to, was unworthy of notice—for he was either incapable, as a miner, in giving a report, or he had wilfully made a misrepresentation, with a peculiar object. It was notorious in the county that Captain Lean was a candidate, and looked for the office of superintending agent—for (said he) if only 200 tons ought to be raised in the present state of the mines, while 800 tons are sampled per month, and I can raise 1000 tons at an after period, by better management, the credit will be mine. The question with the board was not simply, as Mr. Chippendale had said, as regards salaries, but there were other grounds; it was not simply on the score of expense that the present parties should be removed, for he was as anxious as others for economy being observed; at the same time, it was due to the majority of shareholders to consider what course was best to be pursued—and, while acting as a member of that committee, observing the strictest economy, he was not disposed to fall into that error which might be designated "false economy." Looking to the accounts, with reference to the charge made by Mr. Chippendale, that the 5*l.* dividend declared in June, 1843, had come from other sources than that of the mine, he would read the account then laid upon the table. From this it appeared, that the amount received in the two years ending December, 1843, was 117,035*l.* 10s. 9*d.*, including a balance of 3837*l.* 2s. 6*d.*; while, after deducting the cost, with dues, and other expenses, a balance appeared of 24,373*l.* 1s. 3*d.*, from which a dividend of 17,000*l.* had been paid, leaving a surplus of 7373*l.* 1s. 3*d.* at the present time—being, after payment of the several dividends, 4300*l.* more than in January, 1842. For himself, and, he might add, for other members of the committee, to avoid all questions pertaining to the rules, and that the adventurers should have the full opportunity of nominating a committee to represent them, he was perfectly willing to retire.

Mr. W. H. Vigors spoke to the question before the meeting, trusting that the objects of the adventurers should not be lost sight of, and that they should at once proceed to business, and confine themselves to the terms of the notice by which they were convened.—It was moved by Mr. L. Vigors, and seconded by Mr. Saunders, that, from the questions which had arisen as to the parties who should retire from the committee, the rules and regulations should be suspended for the day, a precedent having been established on a previous occasion.—On this subject much discussion arose, and difference of opinion prevailed, as to the legality of such a course.

Mr. Chippendale again expressed his readiness to retire, his only object being to state his opinions as regards the concern, and that no obloquy be attached to him, the resolution above referred to was withdrawn. —An amendment was then moved, that Mr. George Dobson's and Mr. Barker's (lately deceased) names should be substituted as retiring members.—On the question being put, the numbers were—70 for the amendment, 396 against. The original motion was then carried, there being—353 in favour, 70 against; and the report and accounts being ordered to be printed and circulated, and thanks having been given to the chairman, the meeting adjourned.

We have given the report of the meeting at greater length than usual, as several points of interest are involved, and more particularly as the mine having been considered a private adventure, some observations have been made "out of doors," which, in the absence of correct data, might be calculated to affect it in the opinion of the mining interest and capitalist.

ECONOMIC LIFE ASSURANCE SOCIETY.

The ordinary annual court of the shareholders of this society, and an extraordinary quinquennial general court were held at Radley's Hotel, Blackfriars, on Saturday, the 10th instant.—The Right Hon. T. F. Lewis in the chair.—Mr. C. L. Dowman (the secretary), after reading the notice calling the meeting, proceeded to present the statement of accounts. From this it appeared that the receipts for the year had been 100,[illegible]*l.* 7s. 9*d.*; and that, after investing [illegible], and discharging all claims, there was a balance on hand of [illegible] 14s. 3*d.* The assets of the society are detailed in the quinquennial report. [illegible]

[illegible]

at 50*l.* As one-fourth of the surplus was fully sufficient to pay the 30,000*l.* to the shareholders, according to the provisions of the Deed of Settlement, they must be paid off. Although the directors were allowed three months for that purpose, yet they were willing to commence the redemption of the shares immediately, paying 60*l.* for each share, with interest thereon at the rate of 4½ per cent. per annum, up to the date of surrender. Interest would cease on and after the 1st of July next on such shares as should not be surrendered. After deducting 30,000*l.* for the shareholders from the gross surplus, the sum of 94,[illegible]*l.* would remain as the portion of the policyholders; but as nineteen shares were held by the society, the bonuses pertaining to them fell into the assurance fund, and increased the amount by [illegible]*l.*, thereby making the surplus of the assurance fund 97,[illegible]*l.* In dealing with the assurance fund, the directors considered that it would not be prudent to appropriate the entire surplus now in hand; for, although the reserved value of the policies was adequate to the existing liabilities, they thought it desirable to have a precautionary surplus, in order that the character and credit which had produced the present prosperous results might be continued. They, therefore, proposed to retain one-third of the surplus. Two-thirds of the surplus of 97,162*l.*—viz., 64,788*l.*, would, at the average age of the participating members (forty seven), secure reversionary bonuses to the amount of 100,[illegible]*l.*, or 33 per cent. on the premiums on which it is computed—that is, on five premiums from those who participated in the last division, and from five to nine on those who then participated for the first time. The remaining third now reserved, would accumulate at interest for the sole benefit of the assured till the next period of division and to prevent any loss upon such policies as might become claims in the interim, the directors proposed a prospective contingent bonus of 1*l.* per cent. per annum on all beneficial policies on which claims should accrue before the next division of profits, when a re-adjustment would be made. The contingent and absolute bonuses, taken together, were equivalent in value to an absolute bonus of 36 per cent. on the amount of premiums with which it was compared. In addition to the three options given at the last division—that is, of applying the bonus to increase the sum assured, or to reduce the premiums either for the whole of life, or for five years only—the directors now offer a fourth, in the form of a ready money bonus. By paying off the shareholders, the constitution of the society would undergo an important change, and the Economic would become a mutual assurance society, under circumstances highly favourable to the assured; for, independently of other advantages, the whole of the profits would henceforward be divided amongst those assured, on the equal scale of premiums. As a mutual assurance society, the Economic will present advantages surpassed by no other; the premiums charged being lower than those of any office which divided profits with the assured, and much lower than those of any mutual assurance society. The mode of applying bonuses was strictly equitable, and was adapted to every variety of circumstances. The number of policies had increased during the last five years from 4[illegible] to 6001; the income from premiums had increased from 70,591*l.* to 90,[illegible]*l.* The average annual receipts for premiums for the five years amounted to 85,[illegible]*l.*; the claims to 27,[illegible]*l.*; and the bonuses added to such claims [illegible]*l.* The large number of assurances now existing, afforded a security against such deviations as might result from a paucity of numbers. In conclusion, the directors recommended the society as one which was as much entitled to public confidence for the equity of its principles, as it was to preference for the economy of its management and the liberality of its practice.

The Chairman said the remarkable clearness and accuracy of the report, rendered it unnecessary for him to make any addition to its statements. He would not, however, refrain from congratulating them on the state of their affairs. It was certainly remarkable, that a society started on the principle of low premiums rather than large bonuses, should, in the twentieth year of its existence, have attained such prosperity, as to be able to disencumber itself of the weight arising from having shareholders, and to give a handsome bonus to the parties whose interests were concerned. The directors were determined to continue to watch over the interests of the society. Though there might be societies which had larger connections, if any one would show him an office which was conducted on more honourable principles, he would not continue any longer to occupy the chair.—In reply to a question from a shareholder, the Chairman said, that every shareholder would receive double the amount which he had invested, with interest of 4½ per cent., up to the 1st of July, and if any person wished to receive the money immediately, he might obtain it with interest, calculated up to the day of payment.—Mr. Sibley suggested the propriety of presenting a gratuity to the actuary, as an acknowledgment of the deep sense which they entertained of the value and importance of his services; but, at the request of the chairman, the matter was left in the hands of the directors, who, it was stated, had already taken the subject into their consideration.—Mr. G. Bartley proposed a vote of thanks to the directors for the zeal and ability which they had displayed in managing the affairs of the institution.—The motion having been seconded, the Chairman and H. F. Stephenson, Esq. (the deputy chairman of the board), returned thanks on behalf of the directors.—The meeting then separated.

SOUTH-EASTERN RAILWAY.

A special meeting of this company was held at the London terminus, on Tuesday, the 13th instant, and was numerously attended.—The chair having been taken by Joseph Baxendale, Esq., Mr. Whitehead (the secretary) read the notice convening the meeting.—The Chairman then proposed a resolution for raising a sum of [illegible], to pay off the loan note debts of the company, and for other purposes (the particulars of which see advertisement), which was followed by a short discussion.—Mr. Lee asked if the shares were to be scrip or registered shares?—The Chairman said they must be registered after the first call is paid, or they would not be entitled to a dividend.—A Proprietor wished to know if any advantage would accrue by the payment all at once of the 20*l.* per share.—The Chairman replied no, as the money was only required for a specific purpose—viz., to discharge the debts of the company, they were not desirous of having more than they actually wanted at one time.—In reply to Mr. Lee, the Chairman said [illegible] would be wanted to discharge the loan notes, and the [illegible] remaining would be at the disposal of the directors for any Parliamentary purposes, but not for any old engagements.—Mr. Cardwell (a director) made a similar statement to the meeting.—The resolution was then passed unanimously.—The Solicitor read the draft of the bill for making a branch line from near Ashford to the towns of Canterbury, Margate, and Ramsgate.—The Chairman said at least 40,000*l.* or 50,000*l.* per annum might be expected to be brought to the main line by this branch, and that a good return was expected from the Hastings branch.—On the motion of the Chairman, seconded by Mr. Cubitt, the bill was agreed to unanimously.—In reply to a proprietor, the Chairman said the cost of the line would be [illegible]. The Solicitor then read the draft of the bill for improving the harbour of Folkestone, &c., which was proposed by the Chairman, and seconded by General Hodgson, and agreed to unanimously.—A Proprietor asked if there was any truth in the report that the chairman meant to resign?—The Chairman replied that, as long as he had health to fulfil his duties, he should not resign. Having got through so many difficulties with them, it was not now likely that he would resign, except they had some one more capable of discharging the duties.—The Proprietor was very happy to hear it was unfounded.—After some other remarks, the meeting adjourned.

Ulster Railway.—The half-yearly meeting of the shareholders in this company was held in Belfast, on Thursday, [illegible]

"Great Western" Steam-Ship Company.—[illegible]

Mr. George Robins's [illegible]

CALEDONIAN RAILWAY,

FROM CARLISLE TO EDINBURGH AND GLASGOW,
Being the line recommended by the Government Commissioners.
Capital of [illegible], in [illegible] shares, of [illegible] each.

PROVISIONAL COMMITTEE.
The Right Hon. Lord BELHAVEN, Chairman.
Lieut.-Colonel GRAHAM, of [illegible], Deputy-Chairman.

The Most Noble the Marquis of Queensberry
The Right Hon. the Earl of Cathcart, G.C.B., K.S.W.
The Right Hon. Lord Abercromby
The Rt. Hon. Lord Elphinstone, G.C.H.
Sir Wm. Jardine, of Applegarth, Bart.
Sir Windham Carmichael Anstruther, of Carmichael, Bart.
Sir Frederick Pollock, M.P.
Rear-Admiral Sir Charles Malcolm
Sir John Kirkland, of [illegible]
Sir James Grant, the Hill, Carlisle
The Lord Provost of Glasgow
The Dean of Guild of Glasgow
The Convener of the Trades' House, Glasgow
The Lord Provost of Perth
The Provost of Lanark
The Provost of Anderston of Glasgow
The Provost of Calton, Glasgow
The Chairman of the Grand Junction Railway Company, J. Moss, Esq.
The Chairman of the North Union Railway Company, T. W. Rathbone, Esq.
The Chairman of the Lancaster and Preston Railway Company, G. Burrow, Esq.
The Chairman of the Manchester, Bolton, and Bury Railway Company, James Bousfield, Esq.
The Deputy-Chairman of the Lancaster and Carlisle Railway Company, John Wakefield, Esq.
The Chairman of the Garnkirk and Glasgow Railway Company, M. Sprot, Esq.
The Chairman and Directors of the Wishaw and Coltness Railway Company
The Chairman and Directors of the Monkland and Kirkintilloch Railway Co.
[illegible]
G. H. Head, Esq., of Rickerby-house, Carlisle

G. Nicholson, Esq., Cowan Head, Kendal
J. J. Hope Johnstone, Esq., of Annandale, M.P.
William Lockhart, Esq., of Milton Lockhart, M.P.
J. Oswald, Esq., of Auchencruive, M.P.
A. D. W. R. Cochrane, Esq., of Lamington, M.P.
T. Houldsworth, Esq., of Coltness, M.P.
Wm. Forbes, Esq., of Callander, M.P.
John Dennistoun, Esq., M.P.
John Campbell Colquhoun, Esq., of Killermont, M.P.
William Ewart, Esq., M.P.
Mark Philips, Esq., M.P.
Charles Hindley, Esq., M.P.
Colonel B. Elphinstone
J. Fullerton Elphinstone, Esq., Monkland
Robert Garnett, Esq., of Wyreside, Lancashire
Johnston Douglas, Esq., of Lockerby
Wellwood Maxwell, Esq., of [illegible]
Charles Stewart, Esq., of Hillside
J. Wightman, Esq., of Courance
David Dickson, Esq., of Hartree
Colonel Mackenzie, of [illegible]
Richard Mackenzie, Esq., of Dolphinton
Robert Monteith, Esq., of Carstairs
William Forbes, Esq., of Medwin
Thomas Carmichael, Esq., of Eastend
Robert Stewart, Esq., of Carfin
A. Campbell, Esq., of Blythswood
James Ewing, Esq., of Levenside
H. Houldsworth, Esq., of Cranstonhill
William Dixon, Esq., of Govan
John Tennant, Esq., of St. Rollox
Alex. Dennistoun, Esq., of Golfhill
Robert Findlay, Esq., of Easterhill
Robert Bartholomew, Esq., Glasgow
William Clark, Esq., ditto
Laurence Robertson, Esq., ditto
Henry Brock, Esq., ditto
John Whitehead, Esq., ditto
Alexander Hastie, Esq., ditto

ENGINEERS.
Joseph Locke, Esq., F.R.S.; J. E. Errington, Esq., Member of the Inst. C.E.
SECRETARY—Lieut.-Colonel Hamilton, Associate of the Inst. C.E.
PARLIAMENTARY AGENTS—Messrs. Archibald Graham, Moncreiff, and Weems.
AGENTS IN EDINBURGH—Messrs. Hope and Oliphant, W.S.
AGENTS IN GLASGOW—Messrs. [illegible]

BANKERS.

Messrs. Masterman and Co.	London.
Moss and Co.	Liverpool.
Wakefield, Crewdson, and Co.	Kendal.
[illegible]	Carlisle.
The Lancaster Banking Company	Lancaster.
The Commercial Bank	Edinburgh.
The Royal Bank	Glasgow.
The Commercial Bank	Lanark.

[illegible — body text of prospectus]

* TABLE OF DISTANCES BETWEEN THE PLACES AFTER-MENTIONED BY THE FOLLOWING ROUTES—viz.:

[illegible — table]

FORM OF APPLICATION FOR SHARES.
To the Provisional Committee of the Caledonian Railway.

GENTLEMEN,—I wish to become a subscriber for shares in this undertaking, of £50 per share, the deposit upon which, or on any less number of shares that may be allotted to me, I agree to pay; and I also undertake to sign the necessary deeds, when required so to do. I am, Gentlemen, your obedient servant,

Name..................
Address..................
Date..................

30, Great George-street, Westminster, March 12.

GLASGOW, DUMFRIES, AND CARLISLE RAILWAY,

VIA PAISLEY, JOHNSTONE, KILMARNOCK, AYR, CUMNOCK, SANQUHAR, DUMFRIES, AND ANNAN.

Capital £1,300,000; shares £25 each; deposit £1 5s.—No subscriber liable beyond the amount of his subscription.

GOVERNOR—The Earl of EGLINTON AND WINTON.
DEPUTY-GOVERNOR—Lord JAMES STUART.

PROVISIONAL COMMITTEE.
JOHN LEADBETTER, Esq., Chairman.

The Provost of Dumfries
The Provost of Paisley
Sir James Campbell
J. Monteath, Esq., of [illegible]
John Henderson, Esq., of Park
Thomas D. Douglas, Esq.
John Miller, Esq., of [illegible]
John Wilson, Esq., of Dundyvan
John Fleming, Esq., of Claremont

James Douglas, Esq.
The Provost of Ayr
The Provost of Kilmarnock
Archibald Smith, Esq.
Robert Dykes, Esq.
William Brown, Esq.
Andrew M'George, Esq.
George Stirling, Esq.
John Ross, jun., Esq.

Alexander Brown, Esq.

BANKERS.
Glasgow—Union Bank of Scotland, and Western Bank of Scotland; Edinburgh—ditto, ditto; London—Sir R. Glyn, Halifax, Mills, and Co.; Manchester—Jones, Loyd, and Co. ENGINEER—John Miller, C.E., Edinburgh.

SOLICITORS.
Glasgow—Messrs. Bannatynes and Kirkwood, 16, Gordon-street, Glasgow.
London—Messrs. W. O. and W. Hunt, 16, Whitehall, London.
INTERIM SECRETARY—William Logie, 76, St. Vincent-street, Glasgow.

The connection of England with Scotland, by means of one or more lines of railway, is a subject which has occupied public attention for several years. In 1841 a report was made on the comparative merits of the different lines then projected, by Sir Frederick Smith and Professor Barlow, who, under the supposition that at present [illegible]

[illegible — remainder of prospectus]

To the Provisional Committee of the Glasgow, Dumfries, and Carlisle Railway.

[illegible]

I am, Gentlemen, your obedient servant.

SCOTTISH OR CENTRAL UNION RAILWAY,

FROM GILSLAND TO EDINBURGH.
Capital £1,000,000, in shares of £25 each.

PROVISIONAL COMMITTEE.

The Right Hon. the Earl of Stair
Sir William Scott, Bart., Ancrum
Matthew Bell, Esq., M.P., Woolsington
Robert Bendle, Esq., Mayor of Carlisle
T. W. Beaumont, Esq., Bywell-hall
M. Plummer, Esq., Newcastle-upon-Tyne
Lieut.-Col. Coulson, Blenkinsopp Castle
Dixon Dixon, Esq., Unthank-hall
Thomas Fenwick, Esq., South-hill
Arch. Dickson, Esq., of Chatto, Hawick
William Crawhall, Esq., Allenheads
John Brandling, Esq., Kenton Lodge
William Losh, Esq., Little Benton
George Johnson, Esq., Willington
J. Dickson, Esq., Housebyres, Hawick
J. Crawhall, Esq., Newcastle-upon-Tyne
Thomas Wilson, Esq., Shotley-hall
George Gill Mounsey, Esq., Carlisle
John Dixon Fowler, Esq., London
W. Woods, Esq., Newcastle-upon-Tyne

Alfred W. Fowler, Esq., Liverpool
Nicholas Wood, Esq., Killingworth
Matthew Anderson, Esq., Newcastle-upon-Tyne
James Losh, Esq., Newcastle-upon-Tyne
J. Hawkes, Esq., Newcastle-upon-Tyne
J. Holmes, Esq., Newcastle-upon-Tyne
R. Shortridge, Esq., South Shields
J. Smithson, Esq., Morton-house
Robert Gill, Esq., Galashiels
William Hastie, Esq., Baron Baillie of Galashiels
R. Haldane, Esq., banker, Galashiels
J. Pringle, Esq., banker, Galashiels
George Roberts, Esq., Galashiels
John Oliver, Esq., banker, Hawick
William Nichol, Esq., Hawick
William Watson, Esq., Hawick
J. Wilson, Esq., Town Clerk of Hawick
P. Rogers, Esq., Town Clerk of Selkirk

The purpose of this railway is to carry into effect the great national object of completing the railway communication between the metropolis and the capital of Scotland. The advanced state of other lines of railway, tending by two distinct lines of progress towards the northern division of the empire, appears to render the present a fitting time for taking up this important work. Between London and Newcastle-upon-Tyne the railway communication is complete as far as Darlington, and will be completed the whole way in the course of the present year.

Between Newcastle and Carlisle the railway has been long completed. Between London and Carlisle the railway communication is completed as far as Lancaster, and a company is now formed to complete it to Carlisle.

Plans have been projected for continuing the railway communication into Scotland by two distinct lines—namely, from Newcastle to Edinburgh on the east coast, [illegible]

[illegible — remainder of prospectus]

Applications for shares may be made in the annexed form, at the office of the Newcastle and Carlisle Railway, Newcastle-on-Tyne; Messrs. A. W. Fowler and Co., Liverpool; or Messrs. Fowler, Brothers, and Co., London.

To the Provisional Committee of the Scottish or Central Union Railway, at the office of the Newcastle and Carlisle Railway, Forth, Newcastle-upon-Tyne.

GENTLEMEN,—I request you will allot to me shares of £25 each in this railway, on the terms and conditions stated in the prospectus.

GRAVESEND, TILBURY, AND EASTERN COUNTIES JUNCTION RAILWAY,

IN CONNECTION WITH THE THAMES HAVEN DOCK AND RAILWAY, TO LONDON.

Capital £300,000, in 6000 shares of £50 each.—Deposit £1 per share.

DIRECTORS.

James Duthie, Esq.
Benjamin Hill, Esq.
T. Compton, Esq.
J. Brough, Esq.
Geo. Burge, Esq.

J. B. Thomson, Esq.
B. T. Norman, Esq.
W. Williamson, Esq.
J. Barclay, Esq.
R. M. Wingfield, Esq.

Brod Vick, Esq.

BANKERS—The London Joint Stock Bank.
ENGINEERS—Sir John Rennie and J. Braithwaite, Esq.
SOLICITORS—Sir George Stephen, and J. Duncan, Esq.
SECRETARY—Mr. Frederick Edgell.

The measures now in progress for opening a railway communication between Chatham and Gravesend, have suggested the expediency of extending that communication to London, by establishing a steam-ferry from Gravesend to Tilbury, and thence by railway joining the Eastern Counties station at Romford.

The traffic already existing between Chatham, Gravesend, and London is well known to be very large, and it cannot be doubted that, when the communication with the metropolis is reduced in time to one hour, the railway conveyance will obtain a decided preference to the river. When to this are added the prospective advantages that may be derived from passengers landing at Thames Haven, and the economy of the construction, and the Parliamentary expenses, which have already [illegible]

[illegible — remainder of prospectus]

FORM OF APPLICATION FOR SHARES.
To the Directors of the Gravesend, Tilbury, and Eastern Counties Junction Railway Company. [illegible]

SOUTH-EASTERN RAILWAY COMPANY.—At a Special Meeting of the proprietors of the South Eastern Railway, held at the London Tavern, on Tuesday, [illegible]

JOSEPH BAXENDALE, Esq., in the chair.

[illegible — resolutions]

JOSEPH BAXENDALE, Chairman.
JOHN WHITEHEAD, Secretary.

TO RAILWAY COMPANIES AND CONTRACTORS, COAL OWNERS AND [illegible]

[illegible]

NOTICES TO CORRESPONDENTS.

EBBW VALE AND SIRHOWY IRON-WORKS.—Just as we were going to press this morning, we received an intimation that this property was sold—the advertisement, therefore, for its sale, which appears in our first page, should have been withdrawn, had there been time.

READING RAILROAD (U. S.)—The communication of "Truth," in reference to the affairs of this company, represents the conduct of the directors in a very unenviable character; the letter is in answer to an article published in the *North American*, and charges the board with having there wrongly announced the obtainment of a loan of $1,000,000, and with undertaking to pay our instalments in [illegible]

[illegible]

ON THE EFFECT OF GASEOUS FLUIDS UNDER PRESSURE.—We have received a note from Mr. C. Hood, with reference to the communication of Mr. R. Thompson, [illegible]

[illegible]

"W. R." Redruth.—[illegible]

MANUFACTURE OF IRON.—[illegible]

RAILWAY MAP OF INDIA.—[illegible]

The communication of "A Reader of Your Journal," shall be attended to.

"A Correspondent" inquires—Who the agents of Copper Bottom were?—and whether a new or Wheal Seaton [illegible]

"J. C." Truro: had better consult a solicitor.

[illegible]

Received: "A Constant Reader," (Leeds)—"A Workman" (Lydbrook), [illegible]

NEW ROYAL EXCHANGE TURRET CLOCK.—At the Marquis of Northampton's rooms, Mr. E. J. Dent exhibited a working model of the clock he is constructing for the Royal Exchange, which was considered very interesting; [illegible]

PREPARATION OF CRYSTALLIZED SULPHATE OF COPPER.—[illegible]

[illegible]

THE MINING JOURNAL, Railway and Commercial Gazette.

LONDON, MARCH 23, 1844.

The proceedings at the meeting of the Carn Brea adventurers calls for a passing remark, were it only to notice the motion proposed—we are ready to admit, with the best motives, but assuredly calculated to be, as a precedent, most injurious—that of suspending the "rules and regulations" for the day, thus setting at nought the very basis and groundwork on which it is fairly to be supposed the adventurers were induced to embark in the undertaking.

We do not profess to understand the legal definition or reading which may be applied to an Act of Parliament, Deed of Settlement, or code of rules; and, as more than one legal gentleman took part in the discussion, it is not meet that we should offer an opinion as to the legality of the measure, although we may be excused for saying a word or two as to its bearing.

It is quite clear to our mind, that if rules and regulations can, upon the motion of a shareholder, be cancelled at a meeting which is called for the ordinary purposes connected with the undertaking, that no one is secure. We care not what is the object in view—it may be the most prudent, the most praiseworthy. It is the principle for which we contend, and we repeat that the attempt to take advantage of absent shareholders by such a meeting, is highly to be reprobated, although receiving general sanction, as was the case—and, indeed, but for the observations of Mr. SQUANCE, we believe the resolution would have been carried, while Mr. SAUNDERS (a gentleman at the bar) was the seconder to the motion.—We should be glad to have that gentleman's opinion, out of the room, as to the law, if not the equity, of the case.

We have extended our report to more than an ordinary length, inasmuch that the Carn Brea Mines—the shares of which are sold in the public market—we are told, is a private adventure. We have broken through the barrier; we may be now considered as having crossed the Rubicon, and trust we shall no longer hear of private meetings. We should not have said a word on the matter; but having had occasion to address three letters to the office, it was only, as we are given to understand, after a discussion at the meeting, and the question being put from the chair, that we were allowed to attend to report the proceedings. This will not do, "my good masters," and the sooner an end to privacy is come to, the better.

One word more as to the proceedings at the meeting, and we have done. Two gentlemen retired—or rather, we should say, vacated office, by rotation—and the meeting refused to re-elect them. Now, there can be no question, but that some remarks which appeared in our columns a week or two back had some influence with respect to one; but, while we are glad to find an expression of opinion so strongly manifested, we cannot but regret that a movement so hasty should have been adopted—and that the committee of management should number four, or a majority, who are connected with the English Copper Company, or as known to our readers as "The Miners' Company." The parties are, we well know, of the highest respectability, and men of intelligence, but we do not like to see too much power in one particular interest.

In conclusion, we can only express our regret that so much personal and acrimonious feeling was displayed; however, the retirement of the two members of the committee, will, we trust, have the desired end, and that we shall henceforth have only the pleasing duty of recording the success of the mine, and the unanimity prevailing among the adventurers.

From a communication received by this morning's post from the north, we learn that a great movement is contemplated in the neighbourhood of Newcastle by the colliers, as regards "the strike." Both masters and men decline binding themselves to any specific terms or agreement, while the movements of the latter will, doubtless, be guided by the result of the "monster" meeting at Glasgow on the 25th instant. There is but little chance in the north of any improvement as regards wages, for the trade may be said to be so grievously overdone, that the masters cannot afford to make any advance. A stoppage of a few weeks, we regret to hear, is contemplated.

The motion on Railway Reform, which was to have been brought forward in the House of Commons on Thursday evening, by Mr. Wallace, has been postponed, in consequence of the House being counted out, on a motion of Mr. Ewart's, on the import duties. We regret this circumstance, as a general discussion on our railway system would at the present time possess peculiar interest—a vast amount of capital is about being embarked in railways, and it is highly desirable that those who are immediately interested should know the general tone of feeling in the House and the country, which a discussion on the general merits of the question would be sure to elicit. The question has never been mooted in the House of Commons, nor, until recently, at all in this country, of making railways public property; and, although the subject has excited considerable attention out of doors, we consider any discussion at present premature. We have, in another column, inserted a letter from the author of the *Railway Reform* pamphlet, on the subject, in which the question is discussed at length. We hold ourselves in no way responsible for the arguments of the writer; while we shall very readily afford space for communications in reply.

DEPOSIT OF GOLD RECENTLY DISCOVERED IN THE URAL.

(The following is an extract of a letter from M. de Kokscharoff, officer of the Royal Mining Company, to M. de Humboldt.—Translated from the *Annales des Mines*.)

The mass of gold recently discovered in the Ural is the largest known in the whole world. It was found in the gold-bearing sands of Miask, in the District of Zlatooust, not far from the celebrated mines of Tzarevo Nicolaefsk, and of Tzarevo Alexandrofsk, in the southern Ural. These two mines, which you have visited with so much interest, have already yielded, as you are aware, nearly 480 poods of gold [illegible], equal to about 17,344 lbs.—and, more than once, very remarkable masses have been collected there; thus, in 1826, they found there the specimen weighing 24 [illegible] about 27 [illegible] lbs. However, these mines beginning to be exhausted, they were compelled to make explorations near the course of the River Tashku-Targanka, which soon led to the discovery of a bed of gold-bearing sands, of [illegible]

[illegible]

ON THE PROPER SHAPE OF IRON RAILS.

About the year 1829, Mr. S. V. Merrick (of Philadelphia) communicated to the Franklin Institute a drawing and description of an iron rail for railroads, which was published in their journal. This rail was somewhat in the form of the letter Ω inverted, and has been commonly called the bridge or trough rail. Some difficulties were apprehended at the time in manufacturing rails of this shape, and more in fastening them to the blocks of stone, than all the vogue among engineers for supporting iron rails. But, above all, they had not been used in England—a sufficient reason with many then, as now, for rejecting them. In accordance with this view of the matter, rails of the T pattern were imported for the Columbia Railroad. These rails have a broad top, a narrow upright stem, and a small circular base. All practical men who saw them, predicted from the first that they would prove a failure, and so they have turned out; it has been found utterly impossible to keep them fast in the chairs, and the heavy engines running over the road have stripped off the unsupported part of the tops of many of them—indeed, what else could have been expected. The placing of such a rail to bear a great weight displays about as much wisdom as attempting to make a man support a heavy burden, and, at the same time, compelling him to stand upon one leg. To obviate some of these difficulties and absurdities, the I rail, similar to those on the Reading Railroad, was contrived and introduced; the base was made broader than the top, the top was made thicker than the old pattern, and further strengthened by thickening the brace or moulding between the top and upright stem. These were, no doubt, decided improvements, but they did not overcome, as nothing can, the inherent defects of this form of rail. And I predict, that when the rails of the Reading Railroad give way—as give way they inevitably will—it will first appear in the crumbling off and splitting of the inner unsupported edge of the rail. If any one will closely examine this road, he will find the greater portion of the weight of both the engine and the cars rest on about half an inch of the inner edge of the rail—the thinnest and most unsupported part of it. This form of rail, then, being contrary to true mechanical principles—the weakest part having to sustain the greatest weight, and having signally failed in practice on long trial—Why should we continue to use it, merely because it is the fashion, or out of respect for the authority of great names? Rather let us seek some improved form. This presents itself in the bridge or trough rail, a neglected American invention. As before observed, the rail is somewhat in the shape of the letter Ω inverted; it is composed of a top, supported by two sides, spreading into flanges below—the interior part being hollow. Now, supposing we make the top 2 inches broad and ⅝ inch thick in the thinnest part, or over the interior hollow; the sides ½ inch thick and 3 inches deep, spreading to 2½ inches wide at bottom; the flanges 1 inch broad, and averaging $\frac{7}{16}$ inch thick; the top of the interior hollow to be in the form of an arch. We shall then have a rail of more than double the width at the base as at the top, the firmest support will be directly under the greatest pressure, and the weakest part of it as strong as the strongest part of the unsupported table of the common I rail. Such a rail will not weigh over 50 lbs. to the yard, and yet will evidently possess more than double the strength of the common form at 60 lbs. to the yard. These rails can be as readily fastened on the sleepers or cross ties as the common form, the chairs at the ends will be much lighter, and screw bolts and nuts can be entirely dispensed with; they may also be turned round when one edge has worn away or failed from any cause. Thus possessing many advantages, I would respectfully call the attention of the directors and owners of railroads to the propriety of adopting them, seeing that they might thereby save one-sixth of their outlay for iron, and have a more serviceable article. —S. Lewis: *Miners' Journal* (U.S.).

THE NEW PNEUMATIC ENGINE.

At the *soirée* of the Marquis of Northampton last Saturday, Mr. Reinagle re-produced, in a more complete form, his metallic model for the air power, as intended to be applied to locomotive carriages, whether for railway uses or for common roads. It appeared from that gentleman's statement that the scale and proportions of his model would not allow, without a monstrous appearance, the air balls, and especially the three trigger valves, such as used for air guns, to be shown in conjunction with the other parts. In the course of the numerous anxious investigations, it was understood that the carriage-engine, with all its adjuncts completely fitted, would be ready for the next *soirée*, when another form for locomotion, using the Archimedean screw to work against the atmosphere, was promised for exhibition, and, if we mistake not, means are to be employed to prove by demonstration the combined power and economy of the moving agent (compressed air) which many persons could not sufficiently comprehend by the explanations offered. The model of this pneumatic engine certainly has taken its full share of attention, and has provoked learned mathematical and pneumatical discussions, in which, on Saturday, some warmth was displayed both *pro* and *con*. Mr. Oliver Byrne was most active in defending Mr. Reinagle's principles against what he termed the old-fashioned doctrine "that it costs as much to produce power as the power imparted." Mr. Reinagle was strenuous in his endeavours to convince his dubious audience—for several attacked his assertions—that his discoveries "had completely overturned that doctrine, the very extinguisher of genius, and the bar to all attempts to overrule long-established error." He demonstrated by example the immense difference there was by his invention between all beam action steam power, and his faculty to fit several beams, carrying the moving power at the extremity of each beam, working upon the principle of a high-pressure engine; that is to say by injections of compressed air, by trigger movement, to raise one series of lifting air-vessels arranged along a cross bar uniting the four, five, or six beams, and at the same moment discharging similar air in similar quantities, to depress the lower valves of the opposite lower range of air-vessels. This action, he contended, brought the beam movement to a mere see-saw, without the smallest strain. Thus, if four beams be twenty feet in length, and the communication of power is placed on each side of the axis, at four equal distances, driving down wheels, to move machinery, or work water-pumps for mines, he converts this power at the end of each beam into eight times the first power, because it works agreeably with the known laws of leverage. At the next conversazione, when the complete model is exhibited, we will further enter on the assertion of the inventor, that he can make engines of any amount of horse power; for he, no doubt, will be again called upon to further explain by model the assertion he has confidently put forward in an assembly of scientific individuals, connected with the first learned bodies in the world, that he can produce the enormous leviathan moving power equal to 120,000 horses. It is but due to the inventor to say he had many attentive listeners, and that, from his explanations, they were, with one or two exceptions, favourable to his views, and thought it probable and possible to bring his engine to operate with success.

Railway Improvements.—At the Society of Arts, on Wednesday, Mr. Rotch described Ellis's improved turn-table and weighing machine. The objection to placing turn-tables of the ordinary construction on the main line of a railway, is, that, by the nature of their construction, they are rapidly destroyed, by the frequent passage of heavy trains over them, besides the injury done to the carriages, and the unpleasant motion and noise. Mr. Ellis has constructed a turn table, which, when not in use, rests firmly on the earth, and thus allows the train to pass rapidly over it without injury. The iron pintle of the table on which it turns being kept well oiled, works with a brass collar round it in a vertical iron cone; which cone is supported and kept in its upright position by two cross arms of cast-iron, at right angles to each other, and attached to the earth. The lower end of the pintle passes through the bottom of the cone, below which is a stirrup, attached to a cross lever passing at one end through a slit in the circular masonry, or brickwork, supporting the table; attached to the extreme end of the long lever, is a second lever, working in a vertical direction, and connected with a third, or handle lever, by which the table is put in motion or fixed, as required.

Cast Iron.—A correspondent of the *Athenæum* says:—"Your report of the discussion at the Institution of Civil Engineers, February 27 (see *Mining Journal* March 2), conveys, I think, an erroneous impression of what took place in connection with this subject. It was mentioned, as a fact, by a gentleman who had seen the propeller of the Napoleon after she had been to sea some few months only, that the cast iron, of which the propeller or screw was composed, was found converted into a substance resembling plumbago, and it was suggested by another gentleman, that this might be owing to the copper sheathing of the vessel producing a galvanic action upon the cast iron. But this did not appear to be the opinion of the meeting, and I have heard since, that the Napoleon is not copper fastened. However this may be, facts were adduced, which proved that cast-iron, when not in contact with any other metal, is often converted into a substance resembling plumbago, not only by the action of salt water, but even by the action of the water of the Thames. It is true one gentleman proceeded to lay before the Institution an account of some cast-iron works that had stood a considerable period immersed in salt water, but this cannot affect the conclusion before given, that cast iron is often converted into plumbago, or a substance resembling it, when immersed in salt water, without the presence or contact of any other metal to produce galvanic action."

Earthenware.—M. Baral recommends the addition of soda or potass to the [illegible] used in the manufacture, as a means of rendering the earthenware used for stoves less liable to crack.

ORIGINAL CORRESPONDENCE.

ON THE PUMPING UP OF FIRE DAMP FROM COAL MINES.

Sir,—For your kind advocacy of the cause of the public, and the working miner's preservation of life, I most gratefully thank you, and, agreeable to your encouragement, I will endeavour to make myself more clearly understood upon the important subject of the cylinders, or atmospheric exhaustors, as I presume to call them. Upon the 5th of last April nearly 100 useful men lost their lives in an instant by fire damp. On that event, I wrote to Mr. James, the secretary of that excellent society in South Shields for ascertaining the cause and remedy for fire damp. I then mentioned, in general terms, that I considered that, if the atmosphere of the mine was very foul, an exhaustor as large as a brewer's vat, or an ordinary gasometer, I did not consider would be too large, as the piston might be made of tarpaulin, or any air-tight canvas, hooped at the edges; but I will now, Sir, endeavour to give a more clear proportion for their construction:—Suppose the impure state of the mine to be such as to require the whole of the cubical contents of its atmosphere to be drawn off in twenty-four, thirty-six, or forty-eight hours. Let the cubical contents of the whole mine be taken—then, allowing the piston two strokes a minute, you have 120 to multiply by twenty-four, thirty-six, or forty-eight hours, as the viewer may consider most necessary; then produce the dimensions and numbers of your cylinders, until they exactly match the exhausting power which the viewer may require. I am still of opinion that three-quarter bore leaden pipe would be quite sufficient to supply the exhaustors, but all must depend upon the proofs of actual practice in this entirely novel, though simple, proposition. If you, Sir, and the public press, can but excite public attention to the question, I and many have no apprehension of public disappointment. John Green Prat.

Upper Holloway, March 20.

IMPROVEMENTS IN THE MANUFACTURE OF IRON.

Sir,—I have been much amused lately, whilst reading in your valuable paper the different statements of your correspondents, upon the several modes and patents for making malleable iron—such a variety of conflicting opinions, upon a subject some of them have no practical knowledge of. In some of the statements which have appeared of late, about the making of malleable iron, there is much really valuable information and good sense, and in others a great deal of nonsense. I am not going to advocate the merits or the demerits of the different modes that have been recommended to make malleable iron from the ore, or other patented plans, but this much I may safely say, that some of the modes prescribed will never come into practical operation. For instance, there is Mr. Clay, from whom there is a long letter in your paper of the 9th inst. about his plan. The principle of Mr. Clay's method may be useful, but he will have to change his mode of application to the principle of his patent; for he may depend upon it, he may fight away with his present mode of application as long as he pleases, but he will not get respectable parties to take it up; but let him change his mode of application to the principle of the patent, and he will succeed. I should be very sorry to say anything to injure Mr. Clay's interest, because his principle is good, but his mode of applying it is defective. The experience of thirty-one years has taught me a few practical lessons on this subject. I consider it not my place to point out the course he should pursue, lest I should say anything to affect his patent, and I have no doubt upon my mind, but the making of malleable iron from the ore will come into operation at some future day similar to Mr. Clay's patent, but with a different mode of application. There is, again, Mr. Booker's patent mode of making malleable iron; this, I consider, is like a tradesman's bill that has run past its time—Mr. Booker has been over-long taking his patent up. The improvements that are already made in some of the departments for making malleable iron, and particularly in the puddling, &c., in one of the principal works in this country, far outstrip Mr. Booker's patent. When Mr. B. can make 20 cwt. of puddled bar from 21½ cwt. to 23½ cwt. of pig iron, he will do what some of his neighbours in the trade are doing without the use of his patent, &c. Your correspondent, "A Welsh Ironmaster," in your paper of the 16th instant, is quite correct in his statements, with this exception, that his calculations on the quantity of pig-iron to make a ton of puddled bar is too much.

Glasgow, March 19. A Practical Manager.

THE HINCKLEY BANK.

Sir,—The writer of the letter on these affairs published in your Journal of the 16th inst., I presume is William Ivison, once of 23, Steward-street, Bishopsgate-street, who recently took the benefit of the Insolvent Act, and whose affidavit was inserted in your columns of the 17th ult.; if so, Mr. Needham is not likely to suffer from anything that person writes or says. However, as it is supposed that letter was sent to the press under the auspices of Mr. Peter Fearnhead, I beg to state, that I have examined the accounts sent by that gentleman to Mr. Needham's solicitor, nearly two years after the transfer of the Hinckley Bank to the Leicestershire and Warwickshire Banking Company, and I have no hesitation in stating, that a considerable balance is due to Mr. Needham from the Hinckley Bank, and also the Leicestershire and Warwickshire Banking Company; and if Mr. Heming be the representative of those two banks, he is indebted to Mr. Needham more than 15,000*l*. As for the trading firm of J. S. Needham and Co. having no cash book, it is utterly false; the daily cash book of J. S. Needham and Co. was regularly kept by William Argyll, and is now deposited in the Writ and Record Office, Chancery-lane. Mr. Needham, in his answer to a bill in Chancery (Heming *v.* Needham and Frith) swears that the losses (if any) of the Hinckley Bank were under 5000*l*.; Mr. Fearnhead states them to be more than 40,000*l*. *Why does not Mr. Fearnhead publish a list of the bad debtors of the Hinckley Bank?—the mystery would then be explained.* N. J. Woolley.

14, *Cochrane-terrace, St. John's-wood, March 22.*

HYDRAULIC POWER APPLICABLE TO CANAL TRANSIT.

Sir,—I was lately asked by a canal proprietor, whether my system of hydraulic propulsion was capable of being adapted to canal transit?—the inquirer at the same time observing, that this description of property was now much in want of some method for obtaining a moderate increase in speed, with an increased power of transit. I confess I was rather surprised at the question—though not at the accompanying observation—as I had appended to the pamphlet entitled *The Hydraulic Railway*, and to which I have made frequent reference in your columns, a closing note, to show that, "while hydraulic propulsion can afford both power and velocity to railways of a proportionate expense, it can also offer to ordinary tramways, or to stone or iron tramways to be laid on high roads, or to branch railways where a moderate speed would be sufficient, *as well as to canals and rivers where haulage is employed*, very great capabilities of transit, at speeds varying from six to twelve miles an hour, at a very moderate first outlay." As other parties might wish for the same information, which was sought by the gentleman just alluded to, you will oblige me much if you will make the columns of the *Mining Journal* the media for its being generally known.

I might as well now add, there appears to be no doubt that, with the aid of this great power, the system of locks might be dispensed with, and one of inclines substituted, with much effect and great economy of time. "A cradle" on wheels, in every respect proportioned, and well adapted to the work it had to do, would, of course, be required to receive the vessels in the water, and then draw them up or let them down the short railway, which would have to be laid up each incline. It will now be perceived by those parties who, on public grounds, interest themselves in the success of the invention, that, while it will further develope for the railways those [illegible] advantages to which the extended [illegible] they afford the public with those, it will also offer something like proportional advantages to the humbler mode of water transit, which, already years ago, was nearly as popular a mode of investing capital as the railway system is now. [illegible]

Bath, March 20. J. G. Shuttleworth.

MINING IN CORNWALL—WHEAL SEATON.

Sir,—Allow me to make a few remarks on the letter signed "Observer," which appeared in your last Number, and which is evidently written by some disappointed and malevolent person—one, probably, who held some shares, and got out of them too soon, and is now endeavouring to write down the mine, in order to pick up a share or so from some timid holder. It may be such a one as I have described; or it may be some "adventurer" who has nothing to lose, and is jealous of the prosperity now about to reward the indomitable perseverance of those gentlemen who have managed this mine, and the adventurers, who, with a just confidence in them, paid during the ten years it has been prosecuted no less than 230*l*. upon each share. The writer of the letter asks—Who is the vendor?—Who the vendee? To say the least, I have no doubt (that is, if I am right in my conjecture as to who "Observer" is) they will bear any comparison with him, and little, I think, to the credit of the latter. I can take upon myself to say, that the vendor does not at this very moment know the purchaser of the share which he sold for 700*l*.; and, for the enlightenment of "Observer," I may say, the same party has refused 730*l*. this week for another 1-99th share. I mention these circumstances, to satisfy all whom it may concern (for I doubt whether "Observer" has the means to hold a share)—that, so far from the vendor and vendee having acted in concert, to raise this mine to a fictitious value, they do not even know each other.

One word to the shareholders—Do not hasten your shares to the market from anything which may come from an individual who evidently has no interest in the mine. Mr. Editor, do as you have ever done—Chastise those who conduct mines fraudulently, but protect the honest miners, and give the gentlemen who control Wheal Seaton the credit which is so justly their due in respect of their management of the undertaking in question, which will, in my opinion, rival, if not surpass, the best in Cornwall.

March 21. Veritas.

[We are sorry that our correspondent should have descended to personalities, and must decline in future the insertion of letters with harsh expressions. We admit that "Observer" was strong in his remarks, and although we inserted his letter, knowing the writer, yet we by no means concurred in the opinions expressed by him, nor as regards the accuracy of the statements submitted. We are aware of the transaction referred to by "Veritas," and believe the matter to be all fair and above board. At all times we are ready to expose chicanery and humbug, but must say, we think "Observer" has gone a little too far.]

PUMPING UP FIRE DAMP.

Sir,—The mechanical plan of getting rid of the "fire damp" by the action of the air pump, I am afraid would only be a partially successful one, from the low specific gravity of the gas. If a torricellian vacuum could be made to bear on the subject the case were different. The pumping up of carbonic acid from the depth of the mine, I submitted to the public thirty years ago, and have often experimentally proved its success. The plan recommended in my "Communications on Coal Mines," will be found in practice far more decided, and guarantees a far more certain and complete vacuum. If we could provide an inclined plane for the light carburetted hydrogen, as your ingenious correspondent knows, it would at once, by a statical law, "rise into day."—*March 18.* J. Murray.

IMPROVEMENTS ON THE STEAM-ENGINE.

Sir,—Intending to put up a small steam-engine, about 10 or 15-horse power, with boiler and apparatus, for blast for working refineries, perhaps yourself, or some of your correspondents, would be kind enough to give their opinion as to the best engine, and the cost. So many improvements have been made in steam engines and boilers within these few years, and methods of generating steam with less fuel, that it is difficult to select the best—and, therefore, trust I may be favoured with the opinions of some of your talented correspondents, which will oblige, Sir, your's, &c., Boaz.

Chepstow, March 20.

MINING IN MEXICO.

Sir,—In your interesting *Journal* of last Saturday, I find, in the article, "Mining in Mexico," the following:—"Almost all the operations are carried on in veins, but the metalliferous *lodes* are not so abundant"—"Veta Madre, we might doubt if it be a vein or a *lode*"—&c. Sometimes we are led to suppose the terms veins and *lodes* are synonymous—at other times, as of a different meaning. Will some of your correspondents favour me, through the medium of the Journal, with a definition of the above terms?—It will much oblige not only me, but a great number interested in mining.

London, March 14. W. F.

SCIENCE OF MINING—BACKS OF LODES.

Sir,—I should esteem it a favour, if any of your valued correspondents would be kind enough to inform me, through the medium of your Journal, whether there is any rule or criterion—judging from the appearance of the backs of lodes, and the strata in which they are found—to insure any tolerable degree of certainty, if explored, that they would prove profitably productive in mineral produce. "'Tis a consummation devoutly to be wished," that we should have some rule or guide, whereby we may avoid, in mining, this region of bewildering uncertainty and disappointment. For want of this information, many of us have suffered severely; but I hope the time is not far distant when the science of mining will become a legitimate standard of knowledge, to guide us with certainty in our researches—for surely it is time we should have something more satisfactory than the old adage, "Where it is, there it is," or "No man can see through a mill-stone."

I think something advantageous might be the result of testing the gossans, or oxides, from the backs of lodes already discovered, by the elements of chemistry, which would become a criterion for the chemist in analysing gossans from unwrought lodes—for it must be evident, that oxides from mineral ore must be different from any other earthy substance. An Inquirer.

Bodmin, March 12.

RAISING STUFF FROM MINES.

Sir,—As it is of great importance to the mining interest that this subject should be followed up, with a view to some possible improved result, I will thank one of your able correspondents to inform me how the duty of a steam-whim is at present calculated. The average weight of kibbles may be the criterion, taking into account the spiral form of the whim or coil of the rope, whose weight is not altogether thus compensated, as "we lose in motion what we gain in power." If the pressure of steam in the boiler or piston be reduced as the rope descends (and ascends on the other side), there may be some compensation here. The duty done has been reported as high as 75,000,000 lbs., but the quantity of stuff raised bears no comparison. There is a vast difference between a kibble of ore, and a kibble of "country," or "attle." If the lighter the stuff the greater the velocity, in proportion, without waste of steam, then there must be raising kibbles of unequal weights with the same engine. The writer may be told by some less courteous than scientific engineers, that your scribe writes on a subject on which he is utterly ignorant. It will be remembered, however, that he is merely an inquirer for knowledge which ought to be more generally known in a world where genius is wealth, and "knowledge is power." The size of the shafts, and the limited space in which the burrowing biped has to do his work, may prevent such a triumph of mind over matter as in our splendid hydraulic engines, which are the "lions" of the nineteenth century, but there can be no doubt that the continued application of the genius of inventive power to the raising of solid matter to heights, or from great depths, may accomplish more than has yet been done in the same time. Perhaps, if several kibbles were attached to the bottoms of each other, like the letter Ω (inverted), more stuff might be raised than at present, where the power of the engine is equal to the work, though in that case the pulley should be a little higher above the shaft, to allow of the lower kibble being first drawn out of the perpendicular line, and apart, with the others, just as at present. Perhaps, their being attached by chains would allow of two or more being placed "all in a row" in the sump, &c., and thus more easily filled.—*Penzance, March 16.* A. T. J. Martin.

THE STEAM BOILER EXPLOSION AT BRADFORD, YORKSHIRE.

Sir,—I have forwarded you the letter which Mr. Harteslay has been so good as to send me, in reference to the above calamitous event. From attentively considering the circumstances of the case, it seems sufficiently clear to my mind, that the accident, as distressing in its results, was occasioned by the ignition of an explosive atmosphere within the boiler. The combined action of hot iron in contact with the hot water within the boiler, would [illegible] J. Murray.

Sir,—You will, in all probability, see this, have been informed of the [illegible]

by the fact, that any [illegible] pressure of steam would cause the water to boil out of the top of the pipes; indeed, such appears frequently to have occurred previous to last Saturday morning. On that morning there was no boiling over, nor any considerable escape of steam from the safety valve, previous to the fatal explosion. My object in taking the liberty of writing to you, is to ask a question, with a view, if possible, to elucidate the mystery. Should you be able to throw any light on the subject, you would thereby be conferring a lasting benefit on the public, particularly on that portion who are in any way connected with steam-boilers, or employed near them. It appears that the engine man was in the practice of lifting the safety valve from its place on leaving work in the evening, so as to let out any steam that might arise during the night; I suppose that, toward morning, the water would get cool, and there would be little or no steam, when the atmospheric air would get into the boiler, and fill up the space usually occupied by steam. The engineer says, that, on Saturday morning, when he got to his work, he found the fire very low—that he spread it out on the bars, and threw on a few coals, and immediately proceeded to put down the safety valve, thereby inclosing the foul air that might have been in the boiler. The question I wish to ask is—Would the air in the boiler, combined with the steam, form a gas of any kind?—If so, would that gas explode when heated by the boiling water? I am led to such conclusion, from the fact of so little steam having escaped from the safety valve, and also from the water not having boiled out of the top of the feed pipes immediately previous to the explosion, which I think would have been the case if the explosion had been caused by the pressure of steam alone. Trusting you will do me the favour to give me your opinion in this matter,

I am, Sir, yours respectfully, F. HATTERSLEY."

West Brook Works, Bradford, March 12.

[We regret to learn, by a private note, that our excellent correspondent is seriously indisposed, and consequently unable to enter into the subject at present; but, upon restoration to health, which we hope may be speedy, Dr. Murray proposes to resume the subject, and to state how the electricity may be neutralised.]

NEW ZEALAND FLAX.

[illegible]

RAILWAY REFORM.

[illegible]

[illegible]

THE BURIED TREASURE AT GUNWALLOE, CORNWALL.

[illegible]

LIGHT THROWN ON GEOLOGY BY SUBMARINE RESEARCHES.

BY PROFESSOR FORBES.

At the Royal Institution, after having alluded to the researches of the two Italian naturalists, Donati and Soldani, who dredged the Adriatic about the middle of the last century, Professor Forbes entered on the important inferences which he had derived from similar investigations in the Irish Channel, and in the Archipelago. His first conclusion was, that marine animals and plants are grouped, according to their species, at particular depths in the sea, each species having a range of depth appropriated to itself. Prof. Forbes illustrated this assertion by a diagram, indicating the plants and animals respectively inhabiting what he termed the littoral zone, which extends immediately from the coast—the laminarian zone, where the broad-leaved fuci are most abundant—the coralline, in which there is an assemblage of mollusca, especially bivalves and corals, and the deep sea coral, so called because in it only we find examples of large corals on the British shores. Prof. Forbes next alluded to the fact of the number of species diminishing according to depth, so that by gaining an accurate knowledge of the fauna and flora, appropriated to various sea bottoms, the naturalist can infer their depth—[illegible]

[illegible]

INSTITUTION OF CIVIL ENGINEERS.

[illegible]

MINING IN THE EASTERN DISTRICT OF CORNWALL.

[FROM A CORRESPONDENT.]

SOUTH CARADON.—The improvement here since my last communication has been very inconsiderable. The eastern ends present no very flattering appearances, although the tributers continue to return large quantities of ore, but the new lode discovered in extending the cross-cut north has not proved very productive, and is not the same (as anticipated) which has been found so rich in the adjoining mine.

WEST CARADON.—This lode has been explored upon to the extent of about sixty fathoms from where it was intersected at the seventeen fathom level; this course of ore is certainly one of the richest in the county, and will, no doubt, place her second to none; the quality of the ore is superior, and can be broken for about 1s. 6d. in the 1l. The main lode continues very productive, and the cross-cut progressing from the sixty fathom level to take the north lode at that depth, when she will, in all probability, contest the lead with the most opulent of Cornish mines.

CARADON CONSOLS remains much the same as spoken of many months since, and as many years will elapse before she will boast of an engine-house or dressing-floor, preparations for which have not yet been commenced.

EAST CARADON.—They are perseveringly driving the deep adit north to cut the South Caradon main lode, from whence they calculate of being about twenty fathoms distant. When they have achieved this desirable object, an important question may be asked—that is: From the underlay of the lode, at what depth does it go out of the sett?

TOKENBURY.—The many promising lodes that have been opened upon fully warrant the highest character of this sett, and little doubt remains as to her ultimately taking a prominent position in the ticketing list.

MARKE VALLEY.—The new engine-shaft, it is presumed, will be down to the seventy fathom level in about three weeks, when facilities will be afforded for the more efficient exploring these promising lodes; at present they sample about seventy tons of copper ore every two months.

WHEAL PHOENIX is progressing gradually, and this extraordinary large lode will, it is confidently anticipated, amply repay her persevering adventurers. About two-thirds of the expenditure is met by the returns, which are sold by private contract.

WESTCOTT.—This is a most promising sett; excellent stones of ore are found in her present shallow levels. The erection of a superior water-wheel is nearly completed, and, from the advantage of a never-failing stream of water, this mine can be worked with great facility.

LISKEARD CONSOLS.—The engine-shaft is progressing to the sixty fathom level, and to which depth they are within three fathoms, when a cross-cut will be extended to intersect the lode, and it is confidently hoped that a course of ore will repay the exertions of those who have so judiciously undertaken those miner-like operations. The lode was seen at the forty-five fathom level; it was deemed advisable to sink deeper, when it was prudently considered better to sink to a proper depth, without uselessly expending capital at intermediate levels; the north and south lodes form a junction a few fathoms below the present intended bottom.

WHEAL ROBINS has considerably improved since my last visit; a very good tin lode has been discovered, and there is no doubt of her bearing out the confidence placed in her.

CALLINGTON MINES (late Redmoor).—The silver-lead lode in the different levels is generally productive. There has been an extraordinary drawing engine lately erected at the south mine, or shaft, and, from its whimsical construction, obtained the appropriate name of *Groul's puffer*, possessing the singular appearance of a *locomotive* stuck in the mud. It is really unaccountable that the caprice of an individual should have an influence so injurious to a company—such an unnecessary expenditure, such a waste of capital as this machine must necessarily involve in the consumption of the item coal. The power, or steam, is supplied from the boiler of the pumping-engine, and consumes upwards of a ton of coal extra every twenty-four hours. I have not the least hesitation in asserting, that the engineer (whoever he may be) would readily contract to erect a new Cornish drawing engine of superior duty from the savings that would be effected in twelve months. So much for *Groul's puffer*—it will prove at least advantageous to the neighbouring meadows, as the condensation of the immense columns of steam issuing therefrom, will answer the *purposes of irrigation*.

HOLMBUSH in the last few months has considerably fallen off in her returns, which is, in some measure, accounted for in the official reports.

EAST HOLMBUSH.—A grant of a most valuable and extensive piece of ground has been recently obtained from the Duchy by a party, who, I learn, is making the preliminary arrangements for carrying on immediate operations. Its extent and the number of lodes passing through it, together with the facilities for working, must fully impress a casual observer with the future prospects of success of this undertaking; embracing, as it does, the whole of the Holmbush lodes as well as the great north lode, which has only been seen in the tail of the adit of that mine; the Gunnis Lake lodes, that proved so productive in the last extensive working of that mine, as well as the Marquis lodes, now worked upon with so many indications of prosperity by the Bedford Mining Company. It is proposed to continue the deep adit south, already commenced, which will take the lodes at a great depth, and prove the same at a very inconsiderable outlay.

GREAT WHEAL CHARLOTTE CONSOLIDATED MINES, which are contiguous to the above, assume a most encouraging appearance, and little doubt remains of their fully verifying the confidence of the proprietors.

I cannot, Mr. Editor, close these observations, without referring to a period of about ten years since, when operations in this district were resumed under the direction of a gentleman now about to quit this country for the Peninsula. The obstacles of prejudice and ignorance which presented themselves, as regards *this* district, he, after contending with difficulties, surmounted—and, with enthusiastic confidence, laid open the numerous lodes in this locality; and scarcely a mine that is now in active operation, but was, directly or indirectly, under his supervision, or brought by him under the notice of the capitalist. That individual may now stand on Kit Hill, and, within the scope of his vision, distinguish the huge stacks of thirty steam-engines—Holmbush, South Caradon, West Caradon, Redmoor, and the Tamar Consols, would, perhaps, never have opened their treasures to the world, or have sent their *hundreds of thousands* into the British market. It must, indeed, be gratifying to him to reflect, that he has, by his exertions, afforded employment to thousands of his fellow creatures. Surely, Sir, one would imagine that this instance alone would prove sufficient to stimulate the most dormant, and to call into useful activity a portion of their unemployed capital—and to make influential advocates of those who have beheld before such means of employment with positive indifference, when they consider how much has been achieved by one individual—aided, I admit, by the capitalist. [illegible] not, Sir, this panegyric as flattery; but it may be pleasing, on his quitting his native shores, that in a legitimate and honourable advocacy of the Eastern district of Cornwall, he has left an humble but sincere disciple in E. E. D.

Devonport, March 13.

THE IRON AND METAL TRADES' PENSION SOCIETY.—The celebration of the first festival in commemoration of this useful and benevolent institution took place on Tuesday last, at the London Tavern, Bishopsgate-street. The chair was taken at six o'clock by Mr. E. W. Kennard, one of the vice-presidents, who was supported by nearly a hundred of the most eminent and influential members of the trades. Everything was in the best style. The entertainment supplied was more than ordinarily liberal, and the amount of subscriptions and donations more than usually large for a society in a state of [illegible]. [illegible]

FOSSIL [illegible] OF A [illegible] QUARRY.—A few days ago some workmen engaged in excavating [illegible] from a quarry near [illegible], discovered [illegible] feet in length, in a complete fossil state, [illegible] bedded in the limestone. This matter is worthy the attention of geologists, it being a very rare occurrence that such specimens are found in [illegible].

THE [illegible] COLLIERIES.—The dispute between [illegible] and their colliers still remains unsettled. The families of the misguided men are undergoing great privations.

MINING CORRESPONDENCE.

ENGLISH MINES.

HOLMBUSH MINING COMPANY.

March 16.—In the 110 fathom level, west of Hitchins's shaft, the lode is sixteen inches wide, and worth 27l. per fathom; east of Michell's winze the lode is small and poor; west of Goldsworthy's the lode is one foot wide, and worth 14l. per fathom; in the rise, in the back of this level, the lode is fifteen inches wide, and worth 24l. per fathom. In the 100 fathom level, west of Hitchins's shaft, there is no important alteration; east of Michell's winze the lode is sixteen inches wide, and worth 25l. per fathom; east of Wall's shaft the lode is small and poor; in the rise, in the back of this level, the lode is fourteen inches wide, and worth 20l. per fathom; the ground in the cross-cut, towards the Flapjack lode, is much the same as when last reported; in the stopes in the back of this level, west of James's western winze, the lode is one foot wide, and worth 14l. per fathom; in the stopes east of Doney's winze the lode is sixteen inches wide, and worth 16l. per fathom; in the stopes east of Hooper's rise the lode is twenty inches wide, and worth 45l. per fathom; west of ditto the lode is sixteen inches wide, and worth 20l. per fathom. In the stopes in the back of the ninety fathom level the lode is one foot wide, and worth 18l. per fathom. The cross-cut at the eighty fathom level is still without alteration. The pitches are turning out well.

T. RICHARDS.

COOK'S KITCHEN MINE.

March 16.—In the fifty fathom level, east of the eastern shaft, on North Tincroft lode, the appearances are more promising than when I wrote last week; the lode in the shaft, sinking under the fifty fathom level, is also more productive than it then was—it is now worth about 6l. per fathom; the pitches in the back of this level, east and west of the shaft, are still looking very well. Eudey's lode, in the new east shaft, sinking under the seventy-two fathom level, is worth 10l. per fathom, with every prospect of a further improvement; in our cross-cut north from this lode, at the seventy two, the ground is much the same as it has been for some time. The ground is rather more favourable in the cross-cut north from Chapell's lode, at the forty-two, and we expect we are not far from a lode. In the cross-cut south, at the 111, the ground continues much the same. The 160 fathom level end west, on Dunkin's lode, is now very near the cross-course, but there is little difference in its appearance since last week; the winze sinking under the 160 fathom level is now down about five fathoms, and we have no water as yet—the lode is still about three feet wide, worth 10l. per fathom. In the 180 fathom level, east of east sump shaft, we have a promising lode, *four feet* wide. In the cross-cut south of the twenty-nine fathom level the ground is favourable. The pitches are rather better, but there is little alteration in them; we shall, however, increase our sampling next time.

A. EUDEY.

CONSOLIDATED TRETOIL MINING COMPANY.

March 16.—The south part of the Slide-park lode, at the fifty fathom level, west of Heywood's shaft, is ten inches wide, producing a little ore; the north part of the Slide-park lode, at the fifty fathom level, west of Heywood's shaft, is nine inches wide, producing good stones of ore; the lode in the fifty fathom level, east of Heywood's shaft, is small and poor. The lode in the forty fathom level, east of Heywood's, is one foot wide, very good tribute ground. The lode in Williams's shaft, sinking under the forty fathom level, is eighteen inches wide, good tribute ground. We have sampled this day 107 tons of ore. By means of some hindrance with our engine in the past week we have been prevented from sampling so much ores as we intended to have done.

HENRY WILLIAMS. JOHN MORCOM.

BEDFORD UNITED MINING COMPANY.

March 19.—The engine-shaft at Wheal Marquis is sunk about 3 fms. 3 ft. below the forty-seven fathom level. In the forty-seven fathom level east the lode is about two feet wide, composed of gossan, spar, and good stones of ore; in this level west the lode is about eighteen inches wide, composed of gossan, spar, and ore—a very promising lode. In the thirty-five fathom level west the lode is about two and a half feet wide, and worth 20l. per fathom; in this level east the lode is about two feet wide, composed of spar, mundic, and stones of ore; in the sump winze, sinking below this level, the lode is about three feet wide, composed of gossan, spar, and good stones of ore. The pitches are much the same. At Ding Dong, the lode in the engine-shaft is about eighteen inches wide, composed of spar, mundic, and good stones of ore.

J. PHILLIPS.

GREAT WHEAL MARTHA CONSOLIDATED MINES.

March 11.—Having recently returned from visiting the mines in Cornwall and Devon under my superintendence, I am happy to say, that the Great Wheal Martha is one of the most promising. On going on the mine, I found all the directions I had given on my last journey carried out—the large and powerful wheel working with great regularity and force, forking the water off the mine—the leat and launders, for conveying the water, in perfect repair, and the alterations made, rendering them more efficient than in the last working—the wheel for the crusher and whim in good repair, the crusher and whim in working order—the stamps repaired, and ready for working, which they will do this week, on some halvans. The dressing floors, and sheds for the dressers, and other arrangements, are completed. I have avoided all surface expenses, beyond what are essential for conducting the operations; and the erections, repairs, and alterations that have been made, are strong and efficient. At the old mine, the water is in fork below the thirty fathom level, and in less than a fortnight operations will be resumed in breaking ore ground; but, from the mine having been worked on tribute only for the last two or three years, I am inclined to think more ground will have to be opened on tutwork for a few months, before we can expect a regular sampling to be kept up; at the same time, some ore will be raised in this work, and there is now a pile of ore raised and being increased from the adit driving west, which is indicative of a productive lode in the whole ground under—and our prospects there are very good. The surface land, west, being the property of the company, there are great facilities for sinking shafts, &c., for the full development of the lode in that direction. I accompanied Capt. Richards (of the Holmbush Mine), Capt. Hoskins (of the Alten Mines), and Capt. Phillips (of the Callington Mines), to inspect the new discovery (Serjeant's lode) in the eastern part of the sett. This is situated in the valley, in a most congenial strata of ground (killas), and has been laid open for about fifteen fathoms, from every part of which copper ore may be broken; the lode has been sunk upon for twelve feet in one part, and has improved in quality of the ore and width as it has gone down—some rocks of ore, good saving work, weighing nearly 1 cwt., have been broken, a sample of which accompanies this; but as the water cannot be kept, by manual labour, any deeper, I have called in the services of Mr. W. West (the engineer of the other mines under my superintendence), who has made arrangements for working this part, with a wheel of thirty-five feet diameter, with the same stream of water using at the old mine—and a wheel and materials (the property of the company) will, after some alterations and repairs, be brought into use at this point. I am happy to add, that Mr. West (who has great opportunities of observation) says, he never saw a more promising mine. In conclusion, I have to congratulate you on our prospects of success—and I have no doubt, that by pressing our operations, with that due regard to economy and spirited prosecution which, under my management, shall not be wanting, we shall have a profitable and lasting undertaking.

F. N. JOHNSON.

March 18.—I have to inform you that the water is now down to the back of the forty fathom level. The lode in the adit level is still about two and a half feet wide, eight inches of which is saving work, and we have commenced dressing some of the ore. At the lower mine (Serjeant's lode) Thomas's shaft is now sunk 3 fms. 4 ft.—timbered and secured, and the men working with great spirits. In driving the new adit towards the shaft all our surface operations are progressing very favourably, and we expect that the cutting of the lobby, and ground for the wheel pit, will be completed by the end of another week.

T. PENALUNA.

[illegible] CONSOLS MINING COMPANY.

March 16.—At the eighty, east of [illegible], the lode is split into two branches, one of which is five or six inches wide, and worth 7l. per fathom. At Good Fortune shaft, sinking below the sixty fathom level, the lode is three feet wide, producing good stones of ore. At the sixty west the lode is fourteen inches wide—disordered; ditto east is two and a half feet wide, with stones of ore, and has a favourable appearance. The fifty east is worth 6l. per fathom; ditto west is improved—now worth 8l. to 10l. per fathom. The forty-four west is three feet wide, and worth 10l. per fathom. W. SYMONS.

WEST WHEAL JEWEL MINING ASSOCIATION.

March 16.—There is an alteration in the eighty-five or in the 100 [illegible] end since our last. The eighty-five east, on Wheal Jewel lode, is now worth [illegible] per fathom; ditto west, on the same lode, is worth [illegible] per fathom. The [illegible] seventy west is one foot wide, containing stones of ore. The winze under the seventy west is worth [illegible] per fathom; ditto east is worth [illegible] per fathom. The fifty-seven east, on [illegible]'s lode, is worth [illegible] per fathom. At Wilkinson's engine-shaft the lode is three feet wide, containing stones of ore. The lode in the adit, west of this shaft, is four feet wide, promising for ore.

S. [illegible]

[illegible] MINING COMPANY.

March 16.—The lode in the new engine-shaft, sinking under the seventy fathom level, is two and a half feet wide, worth [illegible] per fathom. The lode in the seventy east is three feet wide, producing [illegible] ore, worth [illegible] per fathom; the lode in the same level, to the west of the shaft, is three feet wide, [illegible] good back and bottom. The lode in the [illegible] east is worth [illegible] per fathom; the fifty west is [illegible]; the winze sinking under the fifty, to the west of shaft, is worth about [illegible] per fathom. Other places continue much the same as for some time past. The sixty-five west, at Palmer's, continues to look well. On the whole, our prospects are very cheering.

W. [illegible]

CALLINGTON MINING COMPANY.

March 16.—At the north mine the engine-shaft is sunk four and a half fathoms below the seventy fathom level. At the sixty and fifty fathom levels the lode is producing silver-lead ores. Rising from the back of the forty fathom level we are opening good tribute ground. At the south mine the engine-shaft is sunk three and a half fathoms below the eighty fathom level; at this level, both north and south, we are opening ground, which will work at 8s. in the 1l. on the value of the lead only. At the seventy fathom level north the lode will pay at 7s. in the 1l. At the sixty fathom level north we have a strong lode, producing some rich silver-lead ore. Our tribute pitches continue to look well.

J. T. PHILLIPS.

HANSON MINING COMPANY.

March 16.—The lode in the twenty-one fathom level, east of engine-shaft, is still in a disordered state, with a horse of killas in the centre; judging from the level above, we calculate to have five fathoms more to drive to find the point where the two branches fall together; the lode in the twenty-one fathom level west continues kindly, with a small quantity of ore. The sixteen west has also a kindly appearance. The lode in the twelve fathom level east is two and a half feet wide, producing good stones of ore—a very promising end. Hanson's engine-shaft is being sunk very satisfactorily below the twenty-one fathom level, and hope to be at the thirty-one fathom level in five or six weeks. Stainsby's lode, in the adit end, east of Stainsby's shaft, is two feet wide, very promising, with good stones of ore. At surface our men are getting on very well with the ore floors.

E. WILLIAMS.

UNITED HILLS MINING COMPANY.

March 19.—At Williams's shaft no lode broken for the past week—ground more favourable for sinking than it has been. At the seventy fathom level, in the eastern end, the lode is three feet wide, two feet ore of good quality; at the western end the lode is four feet wide, producing but a small quantity of ore. At the sixty fathom level, east of eastern shaft, the lode is three feet wide, one foot on north part ore of fair quality; still driving north-west of James's shaft; in the eastern shaft the lode is three and a half feet wide, two feet on the north part good ore; the lode in the Diagonal shaft is three feet wide, producing a small quantity of ore of good quality. At the fifty fathom level, in this end, driving east, the lode is three feet wide, producing some stones of ore—rather improved since last week. At the thirty fathom level the lode is two feet wide, one foot on the north part ore of low quality. At the ten fathom level the lode is four feet wide, with a promising appearance, but poor at present. At Wheal Sparrow, at Gibson's shaft, no alteration for the present. At the forty fathom level the ground is rather more favourable for driving than when last reported. At the thirty fathom level, eastern end, the lode is eighteen inches wide, one foot ore of average quality; at the western end the lode is two feet wide, eighteen inches ore of average quality. At the twenty fathom level, on Stacey's lode, in driving east, the lode is fifteen inches wide, six inches ore of good quality; at the western end the lode is two and a half feet wide, fifteen inches on the south part very good ore. At the ten fathom level, on Stacey's lode, the lode in this end is one foot wide, ore throughout, but not rich. At the twenty-five fathom level no alteration for the past week. At the adit level, on Stacey's lode, the winze is communicated to the ten fathom level. The men are employed enlarging the plat at the ten fathom level, Richards's shaft.

T. TREVENEN.
N. LANGDON.

TAMAR SILVER-LEAD MINING COMPANY.

March 16.—In the 135 fathom level there has no lode been broken since my last report. In the 125 fathom level the lode is two feet wide, [illegible] of fair quality. In the 115 end the lode is eighteen inches wide, [illegible] In the 105 fathom level the lode is [illegible], mundic, and ore—a very promising end. [illegible] spar and ore of an average quality. In [illegible] two and a half feet wide, composed of fluor spar and [illegible], interspersed with silver-lead ore [illegible] the ninety-five and the lode is two feet wide, [illegible] two and a half feet wide, very good throughout. In the eighty-five end the lode is six inches wide, at present poor, saving work. In the seventy-five end the lode is eighteen inches wide, rather coarse in quality. In the sixty-five end the lode is two and a half feet wide, chiefly composed of fluor spar. [illegible] the fifty-five end the lode is [illegible] with some ore. In the forty-five end the lode is three feet wide, [illegible] stones of rich silver-lead ore. The average distance of these ends driving [illegible] the pitches is about fifteen or sixteen fathoms. We sold on Monday, the 11th [illegible], a parcel of silver lead ores computed 100 tons, at [illegible] per ton. The [illegible] shaft is now down to the thirty-five fathom level, within four or five fathoms of the [illegible] At the south mine, the lode in the engine-shaft is eighteen inches wide, composed of capel and mundic, with a small quantity of silver-lead ore. In the forty end, south of the shaft, the lode is nine inches wide, carrying small branches of ore; in the north end at this level the lode is six inches wide, composed of capel and fluor spar, and a small quantity of ore. At the thirty fathom level, driving south of the shaft, the lode is in [illegible] ground, and unproductive; at this level driving north the lode is one foot wide, producing some good work, in a promising state. At Wheal Hancock all the workings are in a forward state. We hope to start the engine to work on Friday, the 22d inst.

JAMES SPRAGUE.

CORNUBIAN MINING COMPANY.

March 16.—We are still sinking Murray's engine-shaft with all possible speed; the ground is not much improved since my last report [illegible] continues very wet, and rather troublesome. In opening eastward, on the north lode, from the western cross-cut of Murray's shaft, we do not find it so productive as anticipated; the ground is very hard, which is not congenial; the lode [illegible] yields a little lead. In the eastern cross-cut we have intersected the north lode; here it is small, about six inches big, composed of lead, flookan, and spar, but [illegible] We have [illegible] [illegible] [illegible]

E. [illegible]

MINE ACCIDENTS.

Cramlington Colliery.—On Tuesday last, two men and one boy were killed by being drawn over the pulley; something had gone wrong about the engine, so that no blame was attached.

[illegible] Mine, near Morpeth.—A frightful accident happened here to two men while employed in drifting—occasioned by their having set a blast which did not explode, and then resorting to the dangerous practice of chiselling it out; this caused sparks by friction, which ignited the blast, and the whole exploded, both men receiving severe injuries.

[illegible] Mine, near [illegible].—One of the surveying captains broke his thigh from a fall in the mine, occasioned by the slipping of his foot.

Great [illegible].—T. Jones, collier, was accidentally killed in this colliery.

THE CWM CELYN AND BLAINA IRON WORKS.—The sale of this property was effected, on Wednesday last, by Messrs. Farebrother and Co., at Garraway's. The estate (the particulars of which have already appeared in our advertising columns) cost the company above 400,000l.; the biddings commenced at 40,000 guineas, and, after very spirited competition the estate was knocked down at [illegible] guineas. The freehold lands situate at Cwm Celyn (which abound with minerals) comprising 103 A. 1 R. 37 P., with the coals and minerals under 18 A. 3 R. 9 P., were sold for [illegible].

NORTHERN COAL MINING ASSOCIATION.—At the Durham Spring Assizes an action was brought (Dunn v. Brockerby and two others) to recover 175l. due to the plaintiff for services rendered to the defendants. The plaintiff was viewer and mining agent under the Northern Coal Mining Company, and was employed at the "winning" of the Bowden-close colliery, of which the defendants were acting owners, at a salary of 150l. per annum. The plaintiff claimed remuneration for one year and a half, during which period he had received 50l. as wages. Several letters were produced by the plaintiff from Mr. Brockerby, which were proved to be in his hand-writing. The defence set up was that it had not been shown that the defendants were partners; and also, that the plaintiff had been engaged to look after three collieries, at 50l. each per year; and that he had only been a year in the employment of the defendant Brockerby, during which period the plaintiff had only [illegible]. Verdict for the plaintiff for the amount claimed.

THE COAL TRADE.—The *Newcastle Advertiser* states that a deputation of the committee of the coal trade has been appointed to proceed to London for the purpose of conferring with Sir Robert Peel on the export duty on coals, with a view of urging upon him the necessity of the abolition of that impost on the staple trade of this important and populous district.

BLASTING BY ELECTRICITY.—[illegible]

PUBLIC COMPANIES.

MEETINGS.

Van Dieman's Land Company	Old Broad-street	March 25	12.
Newcastle and Carlisle Railway	Newcastle	26	12.
Durham and Sunderland Railway	Exchange-buildings, Sunderl.	26	12.
Warwick and Birmingham Canal Co.	Woolpack Inn, Warwick	26	11.
Bristol and Gloucester Railway	White Lion Hotel, Bristol	27	1.
British Gas-Light and Coke Co.	George-yard, Lombard-street	27	1.
Northern and Eastern Railway	Shoreditch Station	28	11.
Eastern Counties Railway	Shoreditch Station	28	1.
British American Land Co.	London Tavern	28	1.
Copiapo Mining Company	22, Austinfriars	28	1.
New Zealand Company	Broad-street-buildings	29	1.
Birmingham Canal Navigation Co.	Paradise-street, Birmingham	29	12.
Paris and Orleans Railway	Rue de la Victoire, Paris	29	11.
Vauxhall-bridge Company	George and Vulture	31	1.
Royal Mail Steam Packet Company	London Tavern	April 3	1.
Tincroft Mining Company	44, Finsbury-square	16	2.

CALLS.

Dublin and Drogheda Railway Company .... 5*l.* per share .... March 25.

DIVIDENDS.

Tamar Silver Lead Mining Co. .. 1*l.* per cent. .... 44, Finsbury-square .. April 1.

MEETINGS OF SCIENTIFIC BODIES.

IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
Royal Botanical	Regent's-park	Saturday	4 P.M.
Royal Geographical	3, Waterloo-place	Monday	8½ P.M.
Medical	Bolt-court, Fleet-street	Monday	8 P.M.
Royal Medical and Chir.	53, Berners-street	Tuesday	8½ P.M.
Civil Engineers	25, Great George-street	Tuesday	8 P.M.
Zoological	57, Pall-mall	Tuesday	8½ P.M.
Society of Arts	Adelphi	Wednesday	8 P.M.
Pharmaceutical	17, Bloomsbury-square	Wednesday	8 P.M.
Royal	Somerset House	Thursday	8½ P.M.
Antiquaries	Somerset House	Thursday	8 P.M.
R. Society of Literature	St. Martin's-place	Thursday	4 P.M.
Medico-Botanical	32, Sackville-street	Thursday	8 P.M.
Numismatic Society	41, Tavistock-street	Thursday	7 P.M.
Royal Institution	Albemarle-street	Friday	8½ P.M.
Westminster Medical	32, Sackville-street	Saturday	8 P.M.
Chemical	Society of Arts, Adelphi	Saturday	8 P.M.
Mathematical	Crispin-street, Spitalfields	Saturday	8 P.M.

CURRENT PRICES OF STOCKS AND SHARES.

STOCK EXCHANGE, Saturday morning, Twelve o'clock.

Consols Money, 96⅝ ⅞ — Dutch, 2½ per Cent., 61⅛ ¼
Consols Account, 96⅞ — Ditto, 5 per Cent., 101⅜ ½
New 3½ per Cents., 102⅞ ⅞ — Russian, 5 per Cent., 117 18
Exchequer Bills, 69 71 pm. — Spanish, Actives, 5 per Cent., 24⅞ ¼
Belgian Bonds, 5 per Ct., 104⅜ ½ — Ditto, 3 per Cent., 35⅛ ¼
Brazil, 5 per Cent., 81½ ¾ — Chili, 6 per Cent., 105 6
Danish, 3 per Cent., 86 7 — Colombian, 6 per Cent., 14⅞ 15
Portuguese, Conv., 5 per Cent., 60⅛ ⅝ — Mexican, 5 per Cent., 35⅜ ¾

(From our own correspondents.)

CURRENT PRICES AT LIVERPOOL—THURSDAY EVENING.

[illegible]

15, Castle-street and Stock Exchange, Liverpool. JOHN GREAVES.

LEEDS—THURSDAY EVENING.

[illegible]

E. D. WATSON and CO.

LATEST PRICES OF IRISH STOCKS. [illegible]

HULL, THURSDAY. [illegible]

EDINBURGH, THURSDAY. [illegible]

RAILWAY BILLS.—In the House of Commons, last night, the following bills were read a second time—viz., the Eastern Counties' Union Railway, the Newcastle and Darlington Junction Railway and Tyne Bridge, the Preston and South Shields Railway, and the Edinburgh, Leith, and Granton Railway.—The Birmingham Canal Navigation Bill was read a third time and passed.

DUBLIN AND DROGHEDA RAILWAY.—An experimental trip was made on this line on Monday last, when the entire distance was completed in one hour and a half, and everything passed off with the utmost satisfaction.

ANOTHER IRISH RAILWAY.—Government engineers are making a survey of the line for a canal or railroad between Loughs Gill and Allen, Leitrim.

GENERAL STEAM CARRIAGE COMPANY.—We understand this company is progressing very satisfactorily; the standing orders of the House have been complied with, and the bill read a first time.

PREVENTION OF SMOKE.—In the House of Commons, last night, Mr. [illegible]

NEW MODES OF MANUFACTURING WHITE LEAD WITHOUT ENDANGERING THE HEALTH OF THE WORKMEN.—[illegible]

NEW SCREW PROPELLER.—The Lords Commissioners of the Admiralty have ordered the *Phoenix* steam frigate to be fitted with Mr. [illegible]

SALE OF COPPER ORES IN CORNWALL

Sampled March 6, and Sold at Pearce's Hotel, Truro, March 21.

[illegible]

TOTAL PRODUCE.

[illegible]

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
English Copper Company	[illegible]	[illegible]
Vivian and Sons	[illegible]	[illegible]
Freeman and Co.	[illegible]	[illegible]
Grenfell and Sons	[illegible]	[illegible]
Crown Copper Co.	[illegible]	[illegible]
Sims, Williams, Nevill, Druce, and Co.	[illegible]	[illegible]
Williams, Foster, and Co.	[illegible]	[illegible]
Total	[illegible]	[illegible]

Copper ores for sale on Thursday next, at Pearce's Hotel, Truro. [illegible]

Copper ores for sale on Thursday week, at Seypell's Hotel, Pool. [illegible]

SALE OF COPPER ORES AT SWANSEA.

Sampled February 27, and sold on the 20th March.

[illegible]

TOTAL PRODUCE.

[illegible]

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
English Copper Company	[illegible]	[illegible]
Freeman and Company	[illegible]	[illegible]
P. Grenfell and Sons	[illegible]	[illegible]
Crown Copper Company	[illegible]	[illegible]
Sims, Willyams, Neville, Druce, and Co.	[illegible]	[illegible]
Vivian and Sons	[illegible]	[illegible]
Williams, Foster, and Co.	[illegible]	[illegible]
Total	[illegible]	[illegible]

Copper ores for sale April 3. [illegible]

SALE OF BLACK TIN,

By Ticket, on the 14th of March, at Truro.

[illegible]

LATEST CURRENT PRICES OF METALS.

LONDON, MARCH 22, 1844.

[illegible]

EXPORTATION OF THE PRECIOUS METALS.—[illegible]

[illegible]

LONDON GAZETTE—BANKRUPTS.

TUESDAY.—[illegible]

FRIDAY.—[illegible]

PRICES OF MINING SHARES.

BRITISH MINES.

Shares.	Company.	Paid.	Price
500	Anglesey	5	—
96	Bal	—	40
4,000	Bedford	[illegible]	[illegible]
100	Botallack	[illegible]	[illegible]
20,000	British Iron	[illegible]	—
6,000	Blaenavon	[illegible]	4
128	Brewer	—	[illegible]
75	Bodmin	—	[illegible]
5,000	Con. Trebell Mining Ass.	[illegible]	1
128	Consols	[illegible]	[illegible]
114	Charlestown	—	[illegible]
5,000	Cornubian Lead Co.	[illegible]	[illegible]
128	Comfort	—	[illegible]
2,560	Cook's Kitchen	—	[illegible]
1,000	Carn Brea	[illegible]	[illegible]
1,000	Callington	[illegible]	[illegible]
128	Caradon Consols	—	[illegible]
128	Cregg Brawse	[illegible]	[illegible]
10,000	Durham County Coal Co.	[illegible]	[illegible]
100	Dolcoath	—	—
1,000	Dhurode	[illegible]	—
128	East Pool	—	[illegible]
160	East Wh. Crofty	—	—
128	East Wh. Rose	—	[illegible]
512	Fowey Consols	—	[illegible]
344½	Grambler & St. Aubyn	—	[illegible]
100	Great Consols	[illegible]	[illegible]
1,000	Godolphin	—	[illegible]
10,000	Hibernian	[illegible]	1
1,000	Holmbush	[illegible]	[illegible]
128	Hallenbeagle	—	[illegible]
1,000	Hansen	[illegible]	[illegible]
5,000	Isle of Sark (Guernsey)	[illegible]	—
160	Levant	—	[illegible]
128	Lanarth & Penstruthal	—	[illegible]
1,000	Lewis	[illegible]	[illegible]
20,000	Mining Co. of Ireland	7	[illegible]
128	Mostyn Mines	[illegible]	—
240	Mark Valley	—	[illegible]
70	North Roskear	—	[illegible]
74	North Downs	—	—
200	North Holmbush	—	[illegible]
128	North United	[illegible]	[illegible]
256	North Wheal Rose	[illegible]	[illegible]
128	Newquay	[illegible]	[illegible]
512	New Fowey Consols	[illegible]	[illegible]
5,000	Polberou Consols	[illegible]	[illegible]
128	Par Consols	—	[illegible]
128	Penhallow Moor	[illegible]	[illegible]
10,000	Rhymney Iron	[illegible]	[illegible]
1,000	Roaring Water	[illegible]	[illegible]
600	South Towan	[illegible]	[illegible]
37	Spearn Moor	[illegible]	—
1,000	Stray Park / Camborne Vean	[illegible]	[illegible]
128	South Wheal Basset	—	[illegible]
116	South Roskear	—	—
128	South Caradon	—	[illegible]
256	St. Austell Consols	[illegible]	[illegible]
128	Trethellan	—	[illegible]
128	Trewavas	—	[illegible]

BRITISH MINES—continued.

Shares.	Company.	Paid.	Price
96	Tresavean	—	[illegible]
128	Tokenbury	—	[illegible]
128	Treviskey and Barrier	[illegible]	[illegible]
5,000	Treleigh Consols	[illegible]	[illegible]
2,800	Tamar Consols	[illegible]	[illegible]
4,096	Tincroft	[illegible]	[illegible]
128	Trewollard	[illegible]	[illegible]
4,000	United Hills	[illegible]	[illegible]
100	United Mines	—	—
6,000	Wicklow Copper	[illegible]	[illegible]
1,000	Wheal Bandon	[illegible]	[illegible]
256	Wheal Franco	[illegible]	[illegible]
1,000	West Carbery	[illegible]	[illegible]
127	Wheal Virgin	—	[illegible]
1,000	Wheal Agar	—	—
128	Wheal Speed	—	—
128	West Caradon	[illegible]	[illegible]
40	Wheal Vor	[illegible]	—
5,845	West Wheal Jewel	[illegible]	[illegible]
128	West Trethellan	[illegible]	[illegible]
128	Wheal Rose	[illegible]	[illegible]
256	West Wheal Tolgus	[illegible]	[illegible]
1000	Wheal Harriet	[illegible]	—
128	Wheal Penrose	—	[illegible]
128	Wheal Providence	[illegible]	[illegible]
64	Wheal Clifford	—	—
128	Wheal Albert	[illegible]	[illegible]
128	West Basset	[illegible]	[illegible]
128	Wheal Acland	—	[illegible]
128	Wheal Sisters	[illegible]	[illegible]
	Wheal Seaton	—	[illegible]
128	Wheal Henry	—	[illegible]
4,000	Wheal Martha Consols	[illegible]	[illegible]
128	Wheal Trelawney	[illegible]	[illegible]

FOREIGN MINES.

Shares.	Company.	Paid.	Price
5,000	Alten Mining Company	[illegible]	4
10,000	Anglo Mexican Co.	[illegible]	[illegible]
[illegible]	Do. Subscription	[illegible]	[illegible]
5,000	Bolanos	[illegible]	[illegible]
12,000	Ditto Scrip	[illegible]	[illegible]
10,000	Brazilian Imperial	[illegible]	[illegible]
10,000	Bolivar	[illegible]	—
10,000	Ditto Scrip	[illegible]	[illegible]
10,000	Cata Branca—Brazilian Company	[illegible]	4
12,000	Cobre Copper Company	[illegible]	[illegible]
8,000	Colombian Co. Regis.	[illegible]	[illegible]
10,000	Copiapo Mining Co.	[illegible]	[illegible]
10,000	General Mining Asso.	[illegible]	[illegible]
[illegible]	Mexican Company	[illegible]	—
12,000	Mexican and Cornish	[illegible]	[illegible]
[illegible]	Rl. del Monte, regis. / Do. unregistered	[illegible]	[illegible]
	Ditto Red Debentures	—	[illegible]
	Ditto Black ditto	—	[illegible]
	Ditto Loan Notes	[illegible]	[illegible]
7,000	Royal Santiago	[illegible]	[illegible]
11,000	St. John d'el Rey	[illegible]	[illegible]
[illegible]	United Mexican / Ditto new scrip, add. capital	[illegible]	[illegible]

RAILWAY SHARE LIST AND TRAFFIC RETURNS.

Line.	Lgth Rway.	Present actual cost.	Pd. on share.	Val. of share.	Last week's returns.	Last year.*
Arbroath and Forfar Railway	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Birmingham & Derby Junc.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Birmingham and Gloucester	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Brandling Junction	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Chester and Birkenhead	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Dublin and Kingstown	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Dundee and Arbroath	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Durham and Sunderland	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Eastern Counties†	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Northern and Eastern	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Edinburgh and Glasgow	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Glasgow and Ayr	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Glasgow and Greenock	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Gd. Junc. & Chester & Crewe	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Great North of England	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Great Western	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Liverpool and Manchester	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
London and Birmingham	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
London and Blackwall	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
London and Brighton	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
London and Croydon	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
London and Greenwich	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
London and South Western	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Manchester, Bolton, & Bury	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Manchester & Birmingham	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Manchester and Leeds‡	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Hull and Selby	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Midland Counties	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Newcastle and Carlisle	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Newcastle and N. Shields	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
North Midland	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
North Union	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Paris and Rouen	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	—
Paris and Orleans	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	—
Preston and Wyre	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sheffield and Manchester	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
South Eastern	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Taff Vale	[illegible]	[illegible]	[illegible]	—	[illegible]	[illegible]
Ulster	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
York and North Midland	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

* The corresponding week's returns. † The Northern and Eastern Railway being now leased to the Eastern Counties, the one total gives the earnings of the two lines—so also with the Manchester and Leeds and Hull and Selby.

‡ The Liverpool and Manchester toll is deducted.

THAMES TUNNEL.

The number of passengers who passed through the Tunnel in the week ending March 16, was [illegible], yielding a revenue of [illegible]

JOINT-STOCK BANKS.

Shares.	Company.	Paid.	Price.	Shares.	Company.	Paid.	Price.
15,000	Agricul. & Com. of Irl.	10	—	[illegible]	London & Westminster	[illegible]	[illegible]
15,000	Australasian	[illegible]	[illegible]	[illegible]	London Joint-Stock	[illegible]	[illegible]
	Ditto, New	[illegible]	[illegible]	[illegible]	Provincial of Ireland	[illegible]	[illegible]
20,000	British N. American	[illegible]	[illegible]		Ditto, New	[illegible]	[illegible]
	Ditto, New	[illegible]	—	4,000	National of Ireland	[illegible]	[illegible]
5,000	Ceylon	[illegible]	[illegible]	10,000	Natl. Provl. England	[illegible]	[illegible]
1,000	Commerc. of London	[illegible]	[illegible]		Ditto, New	[illegible]	[illegible]
20,000	Colonial	[illegible]	[illegible]	[illegible]	Union of Australia	[illegible]	[illegible]
[illegible]	Canada Bank	[illegible]	[illegible]	[illegible]	Ditto	[illegible]	[illegible]
4,000	Ionian	[illegible]	[illegible]	60,000	Union of London	[illegible]	[illegible]

COAL MARKET, LONDON.

MONDAY.—Prices of coals per ton at the close of the market:—[illegible]

WEDNESDAY.—[illegible]

FRIDAY.—[illegible]

CURRENT PRICE OF GOLD AND SILVER.

[illegible]

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[illegible]